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U.S. DEPARTMENT OF THE INTERIOR

PROTOTYPE OIL SHALE LEASING PROGRAM

TRACT C-b

QUARTERLY REPORT #2

(Through February 28, 1975)

Submitted to:

Mr. Peter A. Rutledge
Area Oil Shale Supervisor
Conservation District
U. S. Geological Survey
Grand Junction, Colorado

By:

Ashland Oil, Inc.
Atlantic Richfield Company, Operator
Shell Oil Company
The Oil Shale Corporation

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QUARTERLY REPORT #2

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RADIAN CORPORATION

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QUARTERLY REPORT
AIR MONITORING FOR
C-b SHALE OIL PROJECT
SEPTEMBER 1974 - NOVEMBER 1974

24 January 1975

Presented to:

C-b Shale Oil Project
Suite 555, Two Park Central
1515 Arapahoe Street
Denver, Colorado 80202

Attn: Mr. Max Legatski

Prepared by:
Radian Staff

II C-688

8500 Shoal Creek Blvd./P.O. Box 9948/Austin, Texas 78766/(512)454-4797

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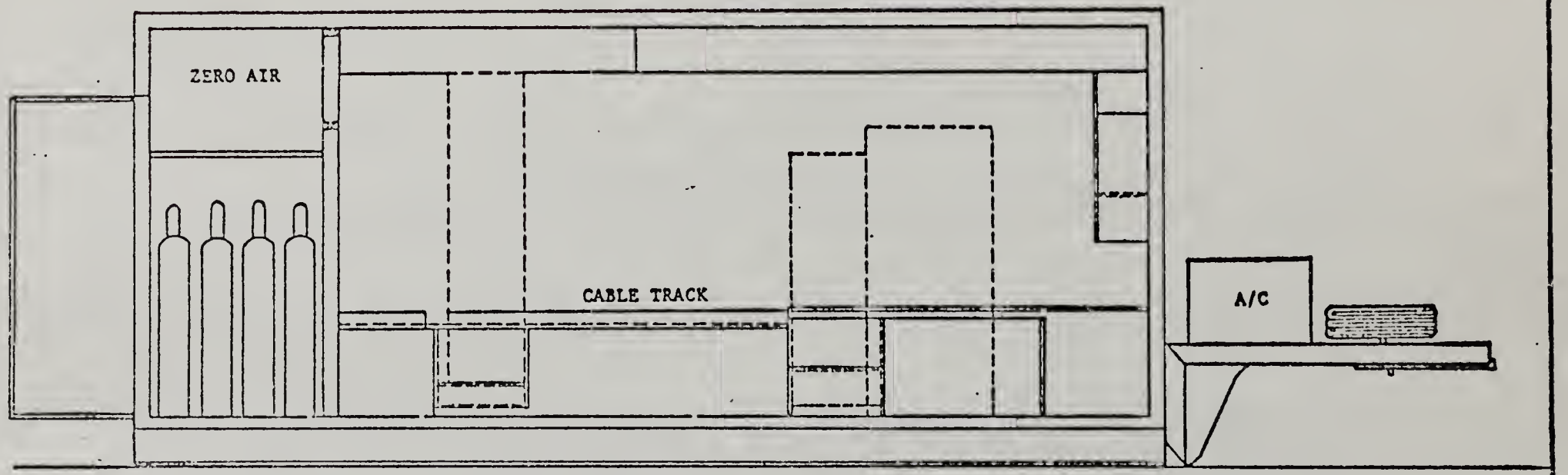
I. GENERAL DESCRIPTION OF AIR MONITORING PROGRAM

Radian Corporation is under contract to C-b Shale Oil Project to provide ambient air quality monitoring.* Each site measures and records the concentration of particulates, sulfur dioxide, and hydrogen sulfide. In addition, two of the sites record the amounts of nitrogen oxides, total hydrocarbon, methane, ozone, and carbon monoxide. Selected meteorological parameters such as wind speed, wind direction, temperature, and rainfall are monitored at each station. A 200-foot meteorological tower at one of the sites provides meteorological information as a function of height. Meteorological instrumentation is planned at the 8, 30, 100 and 200-foot levels.

Figure I shows a typical configuration of each monitoring station. The station enclosure provides a sturdy and protective covering for the monitoring equipment.

*Five monitoring sites are located in Northwest Colorado in the Piceance Creek Basin on or near the Federal Oil Shale Tract C-b.


ZERO AIR
CABLE TRACK
A/C

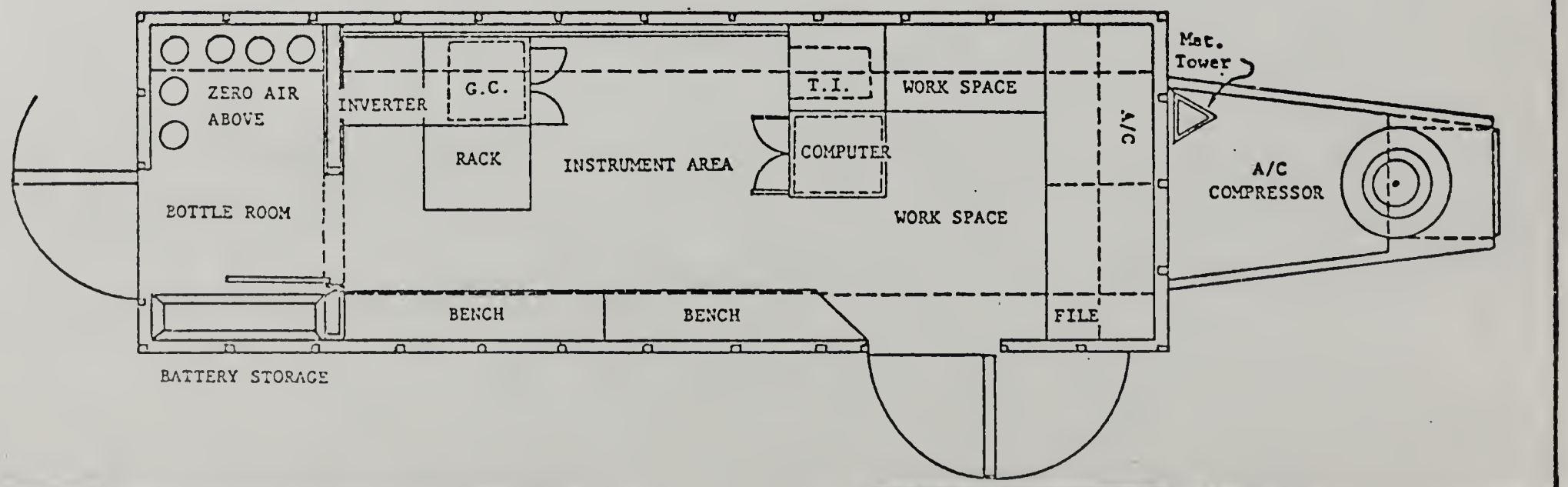

ZERO AIR
ABOVE
BOTTLE ROOM
INVERTER
G.C.
RACK
INSTRUMENT AREA
T.I.
COMPUTER
WORK SPACE
WORK SPACE
A/C
Met.
Tower
A/C
COMPRESSOR
BENCH
BENCH
FILE
BATTERY STORAGE

Figure 1

II. DESCRIPTION OF INSTRUMENT SYSTEMS

A. Air Quality Instrumentation

Nitrogen oxides are measured with a Meloy Model NA520 analyzer. This dual-channel analyzer is based on the chemiluminescent principle, and continuously monitors both NO_x and NO. A subtraction circuit in the instrument provides a continuous NO_2 output, but is not used in Radian's system. NO_2 is calculated once a second by the computer by subtracting the NO value from the NO_x value, thus avoiding any drift which might occur in the NO_2 output of the instrument. This instrument has a minimum detectable sensitivity of 5 ppb (parts per billion), and a linearity of 1%.

Both sulfur dioxide and hydrogen sulfide are measured with Meloy Model SA185 sulfur analyzers. The hydrogen sulfide analyzer uses a Meloy Model SO_x-1 sulfur dioxide scrubber and the sulfur dioxide analyzer uses a Meloy Model H_2S-1 hydrogen sulfide scrubber. The Model SA185 is a continuous analyzer, and utilizes the flame photometric principle of operation. The minimum detectable sensitivity is 5 ppb, and the linearity is ±1%.

Ozone is measured with a Meloy Model OA350 analyzer. This instrument provides continuous measurement of ozone, and is based on the chemiluminescent principle. The minimum detectable sensitivity is 0.5 ppb and the linearity is 1%.

Total hydrocarbons, methane, and carbon monoxide are monitored with a Bendix Model 8200 gas chromatograph analyzer. This instrument uses a flame ionization detector and has a minimum detectable sensitivity of 5 ppb for all three components. The Model 8200 works on a five-minute cycle, i.e., one air sample is analyzed every five minutes, and the result is displayed for five minutes via a sample and hold circuit.

The air sample is drawn in through a glass cane and manifold supplied by the Ace Glass Company. The system has a 25mm diameter, and a constant air flow through the system is provided by an air pump rated at 60 cfm at 0" head pressure. The manifold has sampling ports to which ¼" teflon lines to the instruments are connected. All joints in the sampling system are secured by O-ring (Viton-A) compression fittings. The manifold is contianed in a heated (100°F) chamber to prevent condensation of moisture. The teflon lines from the manifold to the instruments are insulated with 1/8" wall thickness rubber tubing.

The trailer has four heavy duty high volume particulate samplers (Hi-Vols). Fiberglass filter paper is used for collection of particulate samples, and each filter is brought to a controlled humidity before weighing. Each Hi-Vol has a flow recorder to permit correction for changes in air flow as the filter becomes loaded with particulates. Each Hi-Vol runs for a 24-hour period (midnight to midnight), and is turned on and off by the computer. The Hi-Vols were designed following guidelines recommended by the Environmental Protection Agency and were manufactured by Radian.

In addition to the normal Hi-Vol particulate samples, a duplicate Hi-Vol sample is collected every sixth day on special filter paper for trace element analysis. Once each quarter these samples are composited and analyzed for gross radioactivity and trace element content.

B. Calibration Procedures

Each trailer contains a Meloy Model RAD-1 calibration unit. This instrument provides a zero air supply, SO_2 span gas from an SO_2 permeation tube, and NO span gas obtained by precisely diluting bottled NO span gas. The calibration of all instruments is automatically performed once a day, and is controlled by the computer. Each instrument is first switched to zero, and the computer monitors the output of each channel and takes a new zero reading after a stable zero signal has been reached. This zero reading is compared by the computer to the zero reading obtained 24 hours before, and if a drift in excess of 10ppb has occurred, an excess zero drift light for the channel in question is turned on on the System Status Panel. Next, the span gas is supplied to each channel and the computer decides when a stable span value has been reached. This value is recorded and compared to the previous day's value. An excess span drift light on the System Status Panel is turned on if a drift exceeding 10ppb occurs. The instruments are then returned to the monitor mode, and after two minutes the computer resumes data taking. If an excess drift light is turned on, the operator will note this after entering the trailer, and obtain the calibration data from the computer via the printer. The operator decides whether the drift is severe enough to warrant discarding the previous data, and he then performs a manual calibration to determine if the instrument requires servicing. If so, the instrument is repaired.

The SO_2 permeation tubes were manufactured by Metronics Association, Inc. Their output has been verified by comparison to the output of National Bureau of Standards tube 10-42. Both SA185 analyzers in each trailer are calibrated with SO_2 from the permeation tube. This instrument responds to the number of sulfur atoms per molecule, thus SO_2 can be used to calibrate both the H_2S and SO_2 monitors. The zero air is obtained by passing ambient

air through an activated charcoal column. These columns are replaced every three months.

The Model OA350 ozone analyzer has its own calibration system which provides a zero check and a span check. The zero air is obtained by passing ambient air through an activated charcoal column (replaced every three months). The span gas is obtained by passing zero air through a calibrated UV source. The ozone calibration system is verified by comparison to a calibrated ozone generator maintained in Radian's laboratory in Rifle.

The Model 8200 total hydrocarbon, methane, and carbon monoxide analyzer is calibrated with undiluted span gas obtained from AirCo's Rare and Specialty Gas Division. This span gas contains methane and carbon monoxide in air, the methane being used to calibrate both the total hydrocarbon channel and the methane channel. This span gas is checked against a bottle of span gas which was calibrated at the National Bureau of Standards. The Model 8200 is zeroed with air from a Bendix Model 8834 zero air unit (a molecular sieve dryer plus catalytic oxidizer). In addition, the instrument is electronically re-zeroed at the start of every five-minute cycle.

Bottled NO span gas is used for calibration of the nitrogen oxide analyzers. Bottles from three different manufacturers are used, and these agree with each other within 3% (Precision Gas Company, Linde Specialty Gas, AirCo Specialty Gas). The zero air is obtained by passing ambient air through an ozone generator (to convert NO to NO_2) and then passing it through two charcoal filters (replaced every three months). Bottled NO span gas has recently become available from the National Bureau of Standards and a bottle has been ordered.

The Hi-Vol particulate samplers were calibrated using a Calibration Kit from General Metal Works.

C. Data Acquisition System

The basis of the data acquisition system is a Data General NOVA 1200 minicomputer. The NOVA which has a basic cycle time of 1.2 μsec is equipped with automatic program load and power fail/automatic restart features. The computer utilizes 16K 16-bit words of core memory. Analog-to-digital conversion is accomplished via an ADC built by Radian Corporation. The input/output unit for the system is Texas Instrument's KSR 733 keyboard/printer. This model teletype provides keyboard entry and hard copy printed output. The data are also recorded on a cassette magnetic tape unit with three drives. The cassette unit is utilized for program storage and loading as well as recording. The power to the teletype and cassette units is turned on only when the unit(s) is to be used to reduce wear on mechanical parts. Several important functions in the instruments as well as in the computer and the trailer are monitored by means of lights on a System Status Panel. These data lights are written onto cassette tape to monitor the complete status of the system every five minutes. The Data Acquisition System also monitors the presence of 110V power from the power lines. In its absence, the computer, which is powered by batteries, switches all trailer systems to battery-provided power. If the line voltage is restored before the batteries are discharged to a specified level, the trailer system is switched back to line power.

D. Meteorological Instrumentation

1. Ambient Air Monitoring Trailers

Four of the ambient air monitoring trailers are equipped with the following meteorological instrumentation: (1) dry bulb temperature (outside), (2) relative humidity, (3) wind direction, (4) wind speed, and (5) a tipping bucket, heated rain/snow gage. The temperature probe and relative humidity sensor are mounted inside a motor aspirated radiation shield, the Model 1S6 Aspirated Radiation Shield by Weather Measure, which gives an aspiration of approximately 100 cfm. The wind instrumentation and temperature and relative humidity apparatus (in the aspirated radiation shield) are all mounted atop a 30-foot crank-up meteorological tower (the WM-33, by Weather Measure) at each of the four trailer sites.

The wind instrumentation at the monitoring trailers consists of the Model W103/3L Lightweight Cup Anemometer by Weather Measure and the Model W104-2 Lightweight Vane by Weather Measure. The anemometer is a high response, low threshold wind system which offers the optimum in versatility and economy. For low threshold applications, a unique frictionless tachometer employing a high frequency oscillator and receiver is used to measure precisely wind speed. The oscillator, transmitter, and receiver are encapsulated in a small cube of epoxy for total protection against the environment. The high frequency tachometer embodies several distinct advantages over the commonly used light chopper systems. There are no light bulbs or photocells to burn out; power consumption is low; and the system is insensitive to moisture condensation or dust deposition. The solid state tachometer is essentially free from maintenance with a life of well over five years when operated continuously. The specifications of the W103 Cup Anemometer are as follows:

- Accuracy: ± 1% or .15 mph, whichever is greater.

- Bearings: Sealed and shielded precision stainless steel.

- Threshold: 0.6 miles per hour

- Distance Constant: 5 feet

The wind vane, the W104-2, is equipped with a 1000 ohm low torque potentiometer and two wipers for 0° to 540° operations. The response characteristics of this vane are:

- Dead Band: 0 degrees

- Damping Ratio: 0.4

- Distance Constant: 3.5 feet

- Threshold: 0.75 miles per hour

- Potentiometer Linearity: 0.5%

The thermistor probe used in the motor aspirated radiation shields is the Model T621-TP18X Air Temperature Premium Thermistor Probe by Weather Measure. This probe has a range of $-50^{o}C$ to $+50^{o}C$ and an interchangeability of ± $0.055^{o}C$. The output signal accuracy is ± $0.3^{o}F$.

The relative humidity sensor is the Model 2013 Remote Reading Relative Humidity System by Texas Electronics. The sensor assembly contains a newly-developed hygroscopic inorganic sensing

element. Its expansion and contraction positions the suspended core of a linear variable differential transformer (LVDT). The absence of friction inducing linkages and wiping contacts minimizes hysteresis and improves accuracy. The LVDT output signal, when processed, is directly prcportional to relative humidity. The specifications of this instrument are as follows:

- Range of Indication: 0% to 100% RH

- Response: The sensor response time to a step change of 10% in relative humidity is less than 2 minutes with the sensor exposed to moving air.

- Accuracy: 5% - 15% RH; ± 5% RH
  15% - 95% RH; ± 2% RH
  95% -100% RH; ± 3% RH

- Signal Output: Analog signal of -150 mv. to +150 mv. with electrical zero at 50% RH is standard.

Each of the four monitoring trailers is equipped with a Model P511-E Remote Recording Heated Snow Gage by Weather Measure. In the case of this gage, the durability and reliability of a tipping bucket gage are combined with heavy-duty electric heaters to make this an all-purpose precipitation sensor. This gage may be used to measure snowfall and rainfall. An insulating cover of poly-vinyl chloride and a thermostatic control insure the proper gage temperature. The thermostatic control is adjustable from 0 to 35°C. Snow falling into the inlet funnel is melted. The resulting water (from rain or snow) drains into a precision tipping bucket mechanism which activates a mercury switch each time the bucket fills and tips. The gage is constructed

of durable corrosion-resistant materials to provide many years of service. The specifications of this gage are as follows:

- Orifice: 8 inches
- Calibration: 0.01 inch
- Accuracy: 0.5% (Calibrated at 0.5 in/hr)
- Sensor: Chrome plated tipping buckets
- Switch: Mercury, 0.1 second closure
- Heat Control: Thermostat adjustment, 0 to 35°C.

2. 200-Foot Meteorological Tower

The tower has instrumentation at four levels: 8 feet, 30 feet, 100 feet, and 200 feet. At all four levels, there are: wind speed, wind direction, and temperature and relative humidity sensors in a power aspirated radiation shield. Temperature difference thermistors (also in power aspirated radiation shields) and their associated circuitry take lapse rate measurements for the 35-foot to 100-foot layer and the 30-foot to 200-foot layer. In addition, this site has a Precision Spectral Pyranometer, a barometer, and a tipping bucket rain/snow gage.

The wind direction and speed apparatus used at each measurement level of the tower is the Model 1074-2 wind sensor by Meteorological Research, Inc. (MRI). This sensor has a 540° potentiometer for wind direction and a light chopper for wind speed. This sensor is rugged, with an all-weather coaxial cup and

damped vane assembly. The prototype model has been in operation for years under the most demanding weather conditions, performing continuously with the utmost reliability. All of the wind sensors on the tower have been specially treated with a black paint which will promote warming of the exposed surfaces of the sensor and thereby reduce ice and snow accumulations on the moving parts of the apparatus. The specifications on the Model 1074-2 are as follows:

Wind Speed

- Starting Threshold: 0.75 mph
- Response Distance: 18 feet (63% recovery)
- Flow Coefficient: 7.9 feet/Revolution
- Accuracy: ± 0.4 mph or 1% (whichever is greater)
- Range: 0-100 mph

Wind Direction

- Starting Threshold: 0.75 mph
- Delay Distance: 4 feet (50% recovery)
- Damping Ratio: 0.5 to 0.6
- Accuracy (540° system): ± 1%
- Range: 0° to 540°

The relative humidity and temperature sensors are mounted within a power aspirated radiation shield at each tower level. All aspirators and sensors are of the Model 840 Series by MRI. The aspirated shielded housing is designed to provide maximum radiation protection to the sensor. Ambient air is drawn into the shield and across the sensors at approximately 15 feet per second. This intake air is essentially sampled from a hemispherical space which is approximately 3-inch radius from the tube opening. Speed of the incoming air at the periphery of this hemisphere is approximately 1 mph.

The temperature sensor is comprised of a dual thermistor and resistor network. This circuit provides a linear resistance change with an air temperature change. The relative humidity sensor is placed alongside the temperature elements inside the shield where it is exposed to a constant flow of air. Circulation to both sides of the sensing element produces accurate monitoring with a good response time. The specifications on the sensing elements are as follows:

Temperature

- Accuracy: ± 0.25°C
- Range: -50°C to +50°C

Humidity

- Accuracy: ± 3.0% RH
- Range: 0% to 100% Relative Humidity

Measurements of temperature difference are taken for two layers, the 30-foot to 100-foot layer and the 30-foot to 200-foot

layer. The thermistors and circuitry used for these measurements are separate from the thermistors measuring air temperature. The use of separate thermistors and circuitry to measure ΔT allows for much greater accuracy and resolution in the measurements, which is necessary for stability assessments. Two ΔT thermistors are at the 30-foot level, one is at the 100-foot level, and one is at the 200-foot level. All of these ΔT thermistors are mounted within power aspirated radiation shields. The specifications on the ΔT instrumentation are as follows:

- Accuracy: ± 0.1°C

- Range of ΔT Circuit
  (Lower Level-Upper Level): +4°F to -8°F

All instrumentation, except at the ground level, is mounted at the end of 12-foot retractable booms. These booms are 3-inch box beams which are on rollers and can be retracted to the instrument platforms for instrument maintenance.

The meteorological tower itself is a 200-foot Rohn Model 80 Guyed Tower, designed for 40 pounds per square foot wind load with ½" of radial ice per EIA Standard RS-222-B, to support four levels of meteorological equipment. The material consists of tower sections with a tapered base, three retractable booms 12-feet long, three outside work platforms, an inside ladder for climbing, two base ground kits and one anchor ground kit. The cable-type Safety Climbing Device consists of a cable and attachment mechanisms with a locking sleeve and safety belt. The tower is lighted and painted according to FAA specifications.

The signals from the tower instrumentation are fed from multiple signal cables into transmitters mounted at the base of

the tower. After signals have been converted to analog signals, they are fed into a junction box, also at the tower base, where they are assimilated into one coaxial cable. The signals are then run underground within 3" PVC conduit to the A-to-D assembly, where they are processed. The transmitters are shielded and insulated from the elements. The signal cable is run underground in PVC conduit in order to minimize damage from the weather or various rodents in the region.

The auxiliary equipment at the tower site consists of a heated tipping bucket rain/snow gage, an analog barometer, and a Precision Spectral Pyranometer. The rain/snow gage is the Model P511-E unit by Weather Measure, with characteristics and specifications as described in Section 1. The barometer is the B242 Analog Output Barometer by Weather Measure. This barometer provides an output voltage that is linearly proportional to pressure. The specifications on this instrument, which is mounted inside the monitoring trailer at the site, are as follows:

- Range: Specially designed for the 100 millibar interval from 725 millibars to 825 millibars.

- Resolution: Infinite

- Linearity: ± 0.5 millibar, over the 100 millibar interval

The pyranometer at the site is the Eppley Precision Spectral Pyranometer. This instrument is used for the measurement of sun and sky radiation totally or in defined wavelength bands. The pyranometer is levelled and mounted atop a wooden stand 4½ feet from the ground surface. Care has been taken to

eliminate the effects from all outside influences, such as reflection or shadows, on the pyranometer. The instrument characteristics are as follows:

- Sensitivity: 5 mv. per cal/cm^2/min
- Independence: 300 ohms
- Temperature dependence: Sensitivity constant to within ± 1 percent over the ambient temperature range from -20 to +40°C
- Linearity: Response linear up to intensities of 4 cal/cm^2/min
- Response Time: 1 second (i/e signal)

All instrumentation is factory calibrated and is field-calibrated at various intervals. Sling psychrometers are used to calibrate the humidity sensors, known temperatures and/or resistances are used to calibrate the thermistors, and an rpm calibrating unit is used to calibrate the anemometers. The wind direction instrumentation is aligned to true north (reference direction) by means of a surveyor's transit.

III. MICROMETEOROLOGICAL AND TERRAIN FEATURES

The Piceance Creek Valley and C-b Oil Shale Tract are situated such that many microscale meteorological phenomena affect the region where the ambient air monitoring units are located. In particular, the three units in the Piceance Creek Valley (Trailers 020, 021, and 022) are heavily influenced by a katabatic-anabatic flow regime. Trailer 023 and its associated 200-foot meteorological tower are located atop a plateau to the south of the valley, high enough to be affected mostly by gradient flow conditions. Trailer 024, located halfway between the valley and the meteorological tower, is affected by a mixture of the gradient and mountain-valley flow regimes.

Elevations in the monitoring network range from about 6200 feet above sea level at Trailer 021, near the Rock Creek School in the valley at the westernmost end of the monitoring network, to 6940 feet at the meteorological tower site (Trailer 023) atop the plateau within the Tract C-b itself. The largest gradients in elevation in this area, of course, occur at the Piceance Creek Valley walls. However, the northern valley walls are slightly steeper than those at the southern boundary of the valley, which then slopes upward gradually toward the C-b Tract. The Piceance Creek Valley decreases in elevation from east to west in this area, so that nighttime katabatic cold-air drainage flows advect from east to west, or from Trailer 022 to Trailer 020 to Trailer 021.

As mentioned at the outset of this discussion, the terrain will have a large influence on the meteorology of this region. Considering first Trailer 022, at the eastern end of the monitoring network, a nighttime katabatic (valley or downslope) flow will exert a tremendous influence on this site.

Of the three monitoring locations in the Piceance Creek Valley, this site has the steepest valley walls in its vicinity. As a result, the nighttime katabatic flow is strongest here. That is, the downslope winds are constrained or channelled at this point such that the nighttime drainage winds often reach 15 miles per hour. In addition, the channelling effects of the Piceance Creek Valley walls normally cause surface winds to flow from one of two preferred directions. At night, the downslope winds parallel the valley contours, generally coming from 115° (east-southeast, referenced to true north). During the afternoon, or whenever suitable pressure gradient conditions exist, the winds generally come from the west-northwest because of the boundary conditions and channelling caused by the valley. This monitoring location has an elevation of approximately 6450 feet above sea level and is at the mouth of Oldland Gulch.

Trailer 020, midway down the Piceance Creek Valley near the Redd Ranch, at the mouth of Gardenhire Gulch, has an elevation of about 6320 feet above sea level. Once again, the valley walls are steeper to the north of this monitoring location. The Piceance Creek Valley widens a little from Trailer 022 to Trailer 020, so that channelling effects are not quite as great at this location. Nevertheless, a well-developed katabatic-anabatic flow cycle affects this site, with the afternoon anabatic flow being fairly well-developed at this location. The channelling effects of the valley walls cause two preferred surface wind directions, southeast and northwest. However, other wind directions are experienced here, particularly during the transition periods between downslope and upslope flows and during periods when the surface pressure gradient dictates to a large degree the surface wind direction.

Trailer 021, located near the Rock Creek School, has the lowest elevation of the three valley trailers, 6200 feet. At this point, the Piceance Creek Valley widens considerably toward the east, so that nighttime katabatic winds are rather light. Daytime anabatic winds are also rather light. However, northwesterly surface winds caused by pressure gradient forces are occasionally moderate in force because of the slight channelling effects of the valley walls to the north and northwest.

Site 023, where the 200-foot meteorological tower is located, is atop the plateau at an elevation of about 6940 feet above sea level. It is approximately 2.5 miles south of the Piceance Creek Valley. This location is relatively high compared to its surroundings, with the nearest points having elevations greater than 7000 feet being .5 miles to the south of the tower. The tower itself is on the top of a small knoll located between Scandard and Sorghum Gulches. Because of its location and the irregularities of the surrounding terrain, meteorological patterns are varied here.

Wind instrumentation is mounted at four levels of the meteorological tower: 8 feet, 30 feet, 100 feet, and 200 feet. The top level of the tower generally remains in gradient wind flow. That is, the winds at that level are normally generated by synoptic-scale features and are usually separated from terrain features and micrometeorological circulations. Occasionally, a weak anabatic flow influence is experienced. However, such is not the case with the three lowest measurement levels. To varying degrees, these levels are influenced by both the katabatic and anabatic circulation cells. However, when strong pressure gradient forces exist in the region and the synoptic-scale wind flow is strong, all four tower levels will reflect a gradient wind flow, with the winds increasing in strength with increasing height.

Trailer 024 is between the Piceance Creek Valley and the meteorological tower location, about 1 mile south of the valley itself. The elevation of this site is approximately 6740 feet. The terrain slopes downward to the west, north, and east, and slopes upward toward the south, in the direction of the meteorological tower. This site is in a transition zone between the micrometeorological effects which prevail in the valley and those meteorological phenomena affecting the tower site. As a result, the meteorological parameters measured at this location are subject to rather rapid variations. The area is generally affected by a weak katabatic (downslope) flow at night and a weak anabatic (upslope) flow during the afternoon hours. However, gradient wind flows generally take precedence over terrain-induced flows at this location.

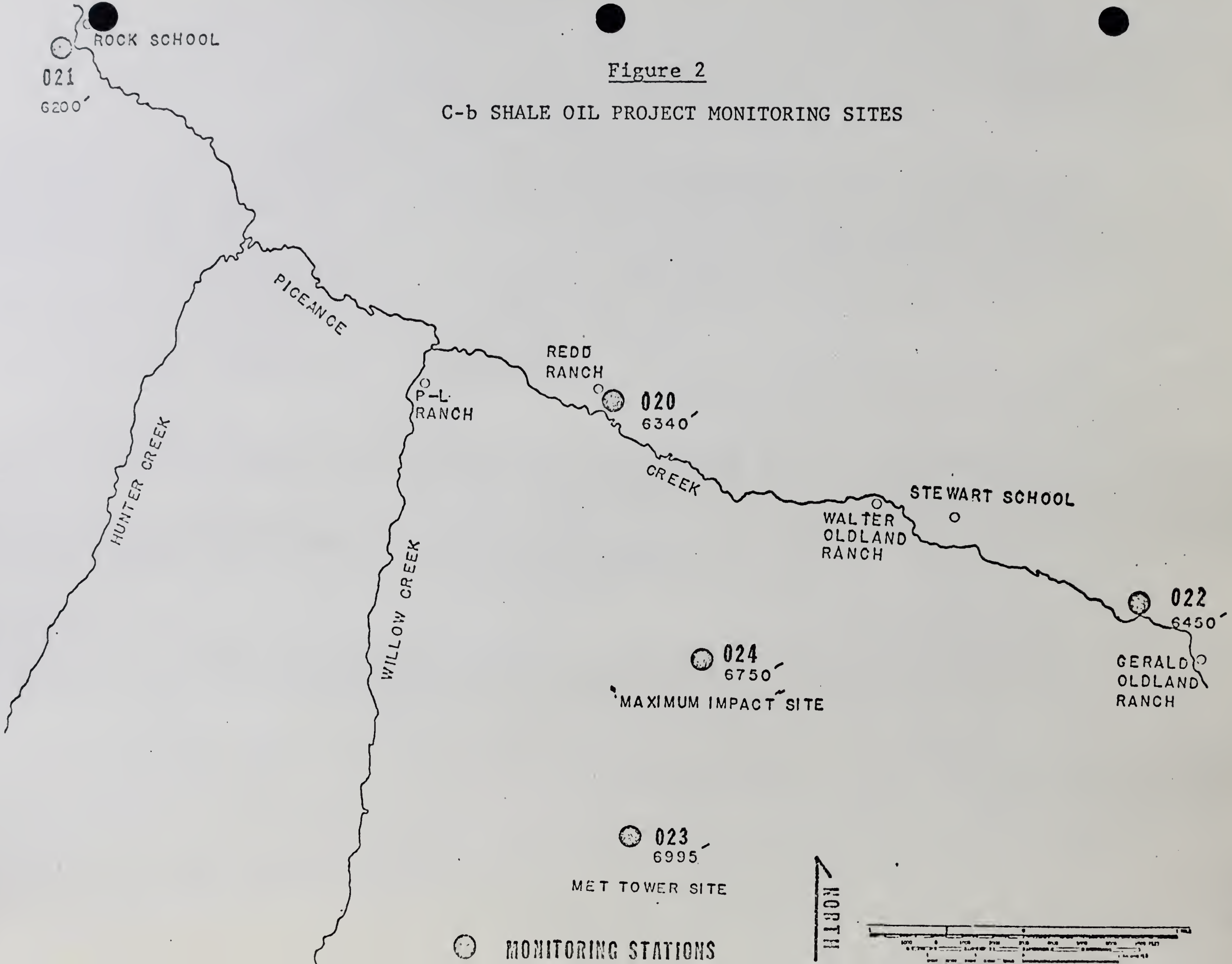
The terrain atop the plateau is generally barren and fairly rugged, with a few scattered small trees. The topsoil dries rapidly and is very fine, resulting in blowing dust when dry, windy conditions exist. In the Piceance Creek Valley, the terrain is fairly grassy and flat, with steep valley walls on either side. Surface winds are normally rather light in this valley unless channelling effects occur.

During clear nights with rather light pressure gradient-induced winds, rapid radiational cooling will occur in the region because of the barren nature of the terrain and the generally dry character of the air in this portion of the country. As a result, the diurnal range of temperatures will be extremely large. Because of the katabatic flow in the valley, nighttime temperatures will generally be lower in the valley than on the plateau. During the winter, especially, temperatures in the valley may be 20°F lower than they are on the plateau during the early morning hours. In particular, the drainage effects will be spectacular at Trailer 021, which will often experience

temperatures 10°F cooler than those at the other valley monitoring locations during the early morning hours. This phenomenon results from the pooling of cold air in the area of Trailer 021 because of its relatively low elevation and the light nature of the winds here during the night, which thus inhibits surface mixing and promotes the strengthening of the nighttime ground-based inversion. During periods of strong gradient winds and/or cloudy skies, greater mixing of the air near the surface occurs and meteorological conditions (particularly temperature and humidity) are more uniform throughout the monitoring network (on the plateau and in the valley).

Figure 2

C-b SHALE OIL PROJECT MONITORING SITES



IV. OPERATING TIME ANALYSIS

The amended Oil Shale Lease Environmental Stipulations require monitoring air quality for sulfur dioxide (SO_2), hydrogen sulfide (H_2S), and suspended particulates on a continuous basis (when applicable). In addition, hydrocarbons, oxides of nitrogen and other pollutants will be continuously monitored as deemed necessary by the Area Oil Shale Supervisor. Requirements for meteorological monitoring include wind speed and direction at three levels near the proposed plant site, one monitor at a height of approximately 30 feet, one not less than 100 feet, and one at an intermediate level. Temperature is to be monitored at the 30-foot level and at a level at least 100 feet above the plant site. Humidity is to be monitored at one level, height not specified. All these meteorological parameters are to be monitored at least 95 percent of the time over each lease year.

The lease stipulations in force at the time the air monitoring network for Tract C-b was designed required monitoring at four sites for SO_2, H_2S and particulates; required monitoring for hydrocarbons, oxides of nitrogen and other pollutants as deemed necessary by the mining supervisor; and required monitoring over at least 90 percent of each lease year. In order to meet these requirements for 90 percent monitoring at four stations the network design included a complete spare station to be operated continuously so that even with a failure in one station, four stations would still be monitoring. The met tower was designed to monitor wind speed, wind direction, temperature, and relative humidity at four levels: 200 feet, 100 feet, 30 feet and 8 feet.

Since the lease stipulations have changed since the network was designed, the operating time analysis will be presented as follows.

(1) Air Quality Stations

Downtime will be reported as the number of channel-days in the quarter that each channel in each station was not taking data (Table I), and all five stations will be reported. Calibration time will not be counted as downtime. A particular channel will be marked as down on any day when it collects less than half the available data points for that day.

The three stations along Piceance Creek had electrical power prior to September 1 (020, 021, 022). Station 023 operated on power from a diesel generator from September 4 to October 4. Station 024 operated on power from a diesel generator from September 27 to October 4. Electrical lines were available at 023 and 024 after October 4.

Table II lists air quality data collection percentages for each species for each month and for the quarter. The quarterly average for gaseous species and for all species are also given. For SO_2, H_2S, and particulates, the percentages were obtained with an effective four station network from the four stations plus one operating spare station (023). For the other species the percentages were obtained with an effective one station network from one station (020), plus one operating spare station (023).

(2) Meteorological Tower

The channels which will be reported in the operating time analysis include wind speed and wind direction at the 200, 100 and 30-foot levels; the temperature at the 200, 100 and 30-foot levels; and the relative humidity at the 200, 100 and 30-foot levels (Table III). Downtime will be reported as the number of channel-days in each quarter that each of the above data

TABLE I

OPERATING TIME ANALYSIS
AIR QUALITY STATIONS

The numbers represent the number of channel-days the particular data channel in each station was not taking data.

STATION:	020	021	022	023	024
SO_2	7	6	41	31	28
H_2S	6	18	29	43	19
Particulates	79	73	84	79	60
NO_x	15			35	
NO	14			34	
THC	51			62	
CH_4	59			59	
CO	37			45	
O_3	5			59	

Number of days of electrical power per site:

020 - 91
021 - 91
022 - 91
023 - 88
024 - 64

TABLE II

AIR QUALITY
DATA COLLECTION PERCENTAGES*

	SEPT	OCT	NOV	QUARTERLY
SO_2	70	71	99	80
H_2S	61	72	100	78
Particulates	0	22	18	14
NO_x	60	97	100	86
NO	60	97	100	86
NO_2	60	97	100	86
THC	33	39	73	48
CH_4	10	32	73	38
NMHC	10	13	73	32
CO	70	71	83	75
O_3	90	100	97	96

Quarterly Average for Gaseous Species - 76%

Quarterly Average for All Species - 62%

*As defined in operating analysis discussion.

TABLE III

OPERATING TIME ANALYSIS
METEOROLOGICAL TOWER

The numbers represent the number of channel-days the particular channel was not taking data.

	Channel-Days		
	Sept.	Oct.	Nov.
Wind Speed			
200-foot	27	25	0
100-foot	22	5	0
30-foot	24	18	0
Wind Direction			
200-foot	27	5	0
100-foot	22	5	0
30-foot	24	5	0
Temperature			
200-foot	21	7	0
100-foot	22	8	0
30-foot	22	7	0
Relative Humidity			
200-foot	22	5	0
100-foot	21	5	0
30-foot	21	5	0

Percent met data collection this quarter = 64% (as described in operating time analysis discussion).

channels were not taking data. A particular data channel will be marked as down on any day when it collects less than half of the available data points for that day. The percent monitoring achieved will be calculated based on wind speed being taken at the 200, 100 and 30-foot levels; wind direction being taken at the 30-foot level and either the 100 or 200-foot level; and relative humidity being taken at the 200, 100 and 30-foot level.

V. METEOROLOGICAL SUMMARY

The period from September through November brought near normal average temperatures and precipitation to the Tract C-b region of western Colorado. Temperatures were mild to warm throughout the first half of the quarter, but became much cooler during the second half of the period, particularly in November. However, such a climatological sequence is normal for the region. Although precipitation totals were near normal for the quarter, the actual amounts received were light (about two and one-half inches), since the area seldom measures more than one inch of precipitation during any one month.

The western Colorado region had basically sunny skies during the September to November quarter. For the entire period under consideration, the area received about 75% of the possible sunshine. The region had a total of 45 clear days, 20 partly cloudy days, and 26 cloudy days. Cloud coverage in the Tract C-b region averaged 4.2 out of a possible 10 for the sunrise to sunset time period and 3.8 out of a possible 10 for the entire quarter. September had an unusually large number of clear days, while October was rather cloudy. November had near normal amounts of cloudiness.

For the quarter, the mean upper flow showed a slight ridging condition through the Intermountain Region and slight troughing over the eastern United States. This ridging was particularly well-developed and persistent during September. The quarter was particularly noteworthy for the large number of upper cyclonic circulations which separated from the main portion of the upper flow and settled over the southwestern United States. As a result, precipitation over New Mexico, Arizona, Texas, and southern portions of Colorado was well above normal during the quarter.

Considering the Tract C-b, the stability wind rose shows that winds on the plateau during the September to November quarter most commonly were southeasterly through south-southwesterly and west-northwesterly to northwesterly. The other frequencies of occurrence of wind direction showed a bias toward the western half of the distribution. Winds from the northeast quadrant were fairly uncommon during the quarter. The strongest winds on the plateau, however, were almost always south-southeasterly to south-southwesterly or northwesterly, preceding and following the passage of a cold front, respectively. Winds in the Piceance Creek Valley, which showed a very strong katabatic-anabatic circulation dependency, were generally much lighter than those winds on the plateau and were generally east-southeasterly or west-northwesterly in direction.

Nighttime temperatures were normally lower in the valley than on the plateau during the quarter because of the strong radiational cooling which prevailed on clear nights with light winds. Therefore, diurnal temperature ranges were much greater in the valley. Trailer 021 normally achieved nighttime minimum temperatures which were considerably colder than temperatures at other monitoring locations when the well-developed radiational cooling conditions existed.

Considering each month separately:

MONTHLY METEOROLOGICAL SUMMARY FOR SEPTEMBER

A. Summary of the Major Features of the General Circulation Affecting Western Colorado

The domination of the upper air flow pattern by meridional characteristics which existed during August continued into the month of September over the North American continent. The long-wave circulation alternated between meridional and zonal flow throughout the month, with each regime lasting for a period of about five days. However, the periods of large amplitude in the long-waves were dominant in relation to the mean circulation pattern.

The mean position of the axis of the long-wave trough during September was located through the central part of North America as it was during the month of August. This circulation pattern produced below normal temperatures and above normal precipitation from the Rocky Mountains eastward to the Appalachians. Rainfall was slightly above normal and temperatures were slightly below normal along the Atlantic Coast. Temperatures were above normal and precipitation was below normal in western North America because of the persistence of the upper ridge in that region. However, the southwestern United States was an exception to the generally dry conditions in the west because of a succession of cold-core low pressure areas aloft which cut off from the main flow and settled over Arizona. These cutoff lows in combination with an abundance of moist air at high altitudes off the Pacific Ocean resulted in copious amounts of rainfall in Arizona, New Mexico, and the western half of Texas during September. El Paso, Texas, for instance, had measurable precipitation on 12 days during September, with a total rainfall for the month of 6.68 inches, which is 5.52 inches above normal.

September also produced two powerful hurricanes, Carmen and Fifi. Hurricane Carmen achieved landfall south of New Orleans, Louisiana, during the evening of September 7th. Hurricane Fifi had a landfall near Belize in Central American on September 19th. However Fifi eventually meandered through Central American into the Pacific Ocean, where it regenerated into Pacific Hurricane Orlene. Orlene then tracked northward toward the Baha Peninsula and was eventually partly responsible for the heavy rains in the southwestern United States on September 22nd, 23rd, and 24th, as its moisture became entrained in the subtropical jet stream which traveled over the Pacific Ocean and then over Mexico, New Mexico, and Texas.

Meteorological events on September 1st centered on the meridional flow enveloping North America. A strong blocking ridge was centered off British Columbia, while a large amplitude trough extended from Hudson's Bay to Oregon. A strong cold front, featuring several surface waves, extended on a northwest-southeast line through Colorado. The blocking ridge aloft began to weaken on September 2nd and the entire long-wave trough began to move eastward rapidly as the next long-wave trough in the hemispherical flow pattern dug southeastward at 150° W latitude. The surface continental polar cold front strengthened at this time and pushed westward over the Tract C-b region during the morning, bringing much cooler temperatures to the area.

By September 3rd, the polar front jet stream had weakened considerably and the long-wave trough axis had moved eastward to a position at 90° W latitude. Correspondingly, the long-wave ridge in western North America also weakened considerably. As a result, the plateau region of Colorado had mild, fair weather and light winds with a warming trend beginning to develop in the area.

September 4th featured the weakening of all of the prominent weather systems in North America. The long-wave trough, which was still centered along 90° W, weakened further as did the ridge in the west. Mild, fair weather and light winds continued at Tract C-b because of the subsiding air aloft and the gradually weakening surface pressure gradient. By September 5th, the upper circulation showed definite zonal tendencies. However, a strong short-wave in the northern Rockies was digging through what remained of the long-wave ridge at this time. The maritime polar cold front associated with this short-wave trough moved rapidly through Colorado during the day, cooling temperatures slightly and causing a few showers which were mostly orographic in nature.

On September 6th the short-wave began to dig into the long-wave trough position over central North America after having passed through the ridge position. The 500-millibar flow was basically weak. A weak surface high pressure area was centered over northern Arizona, causing warm temperatures, light winds, and generally fair skies in western Colorado. September 7th brought little change in the meteorological conditions at the Tract C-b. The weak surface high was now centered over central Colorado and ridging aloft was building northward into the state. Skies remained clear and temperatures were warm, much above normal for the time of year. Because of the weak pressure gradient, winds remained light and orographic wind systems (valley and mountain circulations) were well developed.

On September 8th, a weak, zonal 500-millibar flow prevailed over North America with slight ridging over the plateau region. A surface high was again centered in Colorado. Temperatures were well above normal with some orographic showers over the Rocky Mountains to the east; winds were fairly light. September 9th was a continuation of the zonal pattern over North

America. Temperatures were once again well above normal throughout western Colorado. Scattered showers continued to dot the region. A weak surface low began to develop in the vicinity of Grand Junction.

September 10th signaled an end to the zonal flow of the previous few days as a strong short-wave began to dig over the northwestern coast of the United States. The developing surface low of the previous day was stationary over western Colorado and eastern Utah. A strong continental polar cold frontal system began to organize in northern Montana. The extremely hot weather continued over western Colorado, but the showers became more numerous and the surface winds increased in strength as the low deepened.

September 11th saw rapid changes occur in the long-wave pattern. The short-wave continued to dig southward in the western United States, as lee cyclogenesis took place in southeastern Colorado. In conjunction with the digging trough, a long-wave ridge began to build northward upstream around 130° W. The surface low over western Colorado remained intact and was fairly strong (996 millibars). The cold front over the northwestern United States advanced steadily southeastward, passing through the Tract C-b region during the late afternoon. This frontal passage brought showers and thundershowers, a sharp drop in temperatures, and strong winds to the area. By September 12th the upper flow was strongly meridional, with the long-wave ridge continuing to build in the Gulf of Alaska and the long-wave trough amplifying over the plateau states. The cessation of positive vorticity advection over the region during the early morning hours resulted in clear skies during the remainder of the day, but temperatures were nevertheless much lower than those of the preceding day because of the continuing cold air advection. Winds diminished in strength during the day.

On September 13th another short-wave trough dug southward into the long-wave trough position over western North America. However, the short-wave trough had the effect of tilting the mean long-wave trough axis to a southwest-northeast line. Also, the vorticity from this system hung back over Nevada and Utah as the rest of the long-wave moved eastward slightly. The development was the beginning of the first of a series of cold-core cutoff lows over the southwestern United States. Cloudiness and a few showers also returned to western Colorado because of this system. Temperatures on the 13th moderated somewhat from the cool temperatures of the preceding day. Winds were generally light and variable.

By September 14th, a cold low aloft had formed over northeastern Nevada. As a result, cloudiness and showers were widespread over the western half of Colorado and all of Utah. Temperatures were mild and the winds were light and variable. On the 15th of September the 500-millibar low was over northern Arizona. Widespread rains continued over Colorado, as temperatures varied little from those of the 14th and light winds prevailed because of a weak surface pressure gradient.

By September 16th the low aloft had moved northeastward to the vicinity of Grand Junction and had filled slightly. Therefore, the rains and cloudiness decreased somewhat in western Colorado, although showers and thundershowers were still scattered around the region during the afternoon. Temperatures remained mild and winds remained light. On September 17th, the upper ridge which had extended from California to British Columbia during the preceding three days weakened as a short-wave pushed over it and began to drop into the central part of North America. The weak cyclonic circulation aloft remained over the southwestern United States, centered over central Arizona. A few cumulonimbus clouds

were scattered over the area during the afternoon. A warming trend began to effect the region, although winds were still rather light.

On September 18th another strong short-wave pushed through the long-wave ridge and dug into Alberta, Canada. The weak cutoff low circulation retrograded slightly to southwestern Arizona. Temperatures continued their warming trend and cloudiness decreased somewhat over the Tract C-b region. The cutoff remained stationary over Arizona on the 19th, but the upper flow pattern became more meridional as a ridge built northward in the Gulf of Alaska and a strong short-wave trough dug southward just east of the Rockies. Although a small surface low developed in eastern Utah, skies were clear throughout northwestern and west central Colorado. Winds were generally light.

On September 20th the strong meridional flow pattern continued, with a ridge in the Gulf of Alaska and a long-wave trough through central North America. The now strengthening stationary cold low aloft was centered over extreme southwestern Arizona. A cold front eased through the area from the east during the late afternoon but affected temperatures only minimally; the main effects of the front being a drying of the air and a shifting of the winds to a northerly direction. Skies remained clear throughout the day. The low aloft over the southwestern United States drifted southward into Mexico and filled slightly on the 21st and the meridional nature of the upper circulation over North America continued on this day. Western Colorado was clear and warm because of the subsiding air from the upper ridge to the west. Local circulations (anabatic and katabatic flows) were well developed on the 21st.

On September 22nd the cold cutoff low over southwestern Arizona strengthened once again as cold air was advected into it.

Meridional flow continued over North America as the long-wave trough axis progressed eastward to a position through the Ohio River Valley. Meanwhile, the remains of Atlantic Hurricane Fifi, which had slammed into Belize in Central America three days earlier, reorganized into Pacific Hurricane Orlene and moved northward toward the Baja Peninsula. Generally, partly cloudy skies prevailed over western Colorado on this day, with warm temperatures, light winds, and a few showers scattered over the region.

The generally meridional long-wave pattern progressed slightly eastward on September 23rd. The low aloft remained stationary over southwestern Arizona and a small surface low and weak lee trough began to develop over northeastern Colorado. This troughing action shifted the winds to a northwesterly direction during the afternoon, in western Colorado, but the wind speeds remained low. Skies were clear throughout the area except for a few orographic showers and temperatures were mild at the Tract C-b.

Several large-scale changes occurred on September 24th. The cutoff low over Arizona weakened, as did the entire meridional pattern over North America. However, a strong short-wave in the Gulf of Alaska began to work its way through the long-wave ridge off the western coast of Canada. Scattered cloudiness and a few showers returned to western Colorado, but temperatures remained warm. Winds increased in speed somewhat. By September 25th the long-wave pattern became zonal across the United States. However, the strong short-wave continued its southeastward progression through British Columbia. Scattered cloudiness, a few showers, mild temperatures, and generally light winds prevailed over western Colorado.

A zonal flow pattern existed over North American on September 26th. The cold low aloft which had persisted over the southwestern United States for the past twelve days was finally ejected northeastward into Oklahoma by the strong short-wave in the northwest, which had reached the Washington coast. A strong maritime polar cold front organized along the northwestern United States-Canada border. Meteorological conditions in the Tract C-b region changed little from those of the previous day, with partly cloudy skies, scattered afternoon showers, light winds, and mild temperatures in the area.

Rapid changes occurred on September 27th. The strong short-wave dug southward over the west central United States as a strong maritime polar cold front rushed through the Inter-mountain region of the western United States. The cold front passed through the Tract C-b region during the late morning, causing scattered showers, strong northwesterly winds, some blowing dust, and much cooler temperatures. Skies cleared by sunset. By September 28th the short-wave and cold frontal system had continued to move southeastward rapidly and had reached the central section of North America. Surface and upper ridging affected western Colorado, causing freezing temperatures (during the night), clear skies, and diminishing northwesterly winds.

A broad long-wave troughing pattern enveloped North American on September 29th with several strong short-waves en-trenched in the flow. The jet stream and its baroclinicity re-treated northward to a Montana-South Dakota line. Subsiding air continued to affect western Colorado, causing clear skies, moderat-ing temperatures, light winds, and extremely dry conditions. The long-wave pattern became more zonal on September 30th as fast polar jet stream westerlies affected the northern sections of the United States. Meteorological conditions in the Tract C-b area changed

little from those of the previous day, with continuing clear skies, light winds, mild temperatures, and very dry air.

B. Micrometeorology of the Tract C-b Region

The Piceance Creek Basin is subject to local circulations (anabatic and katabatic winds) of varying intensities throughout the year. These flows are best organized when clear skies and a weak pressure gradient prevail over the area, conditions which are rather common in western Colorado. During the night the higher elevations cool more rapidly than the valley floor, causing cold, dense air to collect and flow toward lower elevations. During the day the opposite effect occurs, in that the higher elevations receive more direct insolation earlier in the day, causing them to warm more rapidly. The resultant density difference between the valley tops and valley floor causes an anabatic flow, with winds blowing up the valley floor and walls.

Considering the Piceance Creek Basin and the three monitoring trailers located in this valley, the valley-mountain flow regime is very evident. Trailer 022 has the most eastern location of the three trailers in this valley and has the highest elevation above mean sea level. Trailer 021 is located at the western end of the valley and has the lowest elevation above mean sea level. Trailer 020 is intermediate in both location and elevation. These location and elevation differences cause micrometeorological effects to appear in the data as a result of the dominant anabatic-katabatic flow regime in the valley.

For instance, considering the diurnal variations of wind speeds at these three trailers, winds are strongest (6 mph) on the average at Trailer 022 which has the highest elevation. Winds were

lightest on the average during September at Trailer 021, which is at the lower end of the valley. The diurnal wind speed distribution for these three trailers indicates that the katabatic (downslope) wind is strongest at Trailer 022 and weakest at Trailer 021. Conversely, the anabatic (upslope) wind is most strongly developed at Trailer 020 and equal in intensity at the other two trailers. That is, nighttime winds are strongest at Trailer 022 and weakest at Trailer 021. Daytime winds are strongest at Trailer 020.

These winds have a profound influence on the temperatures experienced in all three locations. Trailer 022 has the highest mean temperatures. It is warmest at night because radiational cooling is inhibited by the relatively strong winds. Conversely, Trailer 021 has the lowest mean temperatures. This is because nighttime winds are lightest at this location, allowing excellent radiational cooling. Also, cool air from the eastern portions of the Piceance Creek valley drains into this area and settles, causing colder nighttime readings. Moreover, daytime high temperatures are highest at Trailer 022 and lowest at Trailer 021. Temperatures in the valley during September generally averaged 53.5°F, with an average maximum temperature of 71°F and an average minimum of 37°F. The highest maximum temperature for September was 93°F at Trailer 020 on the 9th and the minimum was 14°F for the 30th at Trailer 021.

Relative humidities during September averaged 50% in the valley. On a diurnal basis the average maximum relative humidity values of 75% occurred at 0800 hours. The average minimum values, about 28%, occurred at 1800 hours. The highest mean humidities occurred at Trailer 022 and the lowest mean humidities were at Trailer 021. Humidities of less than 15% were common at Trailer 021 during the last half of September.

The existence of a local circulation cell in this valley (anabatic-katabatic) is evident upon inspection of the wind direction data. Winds are generally east-southeasterly at all valley trailers during the night when the katabatic flow dominates and west-northwesterly during the day when the anabatic circulation takes effect. On days during September with well developed upslope-downslope flow characteristics winds were easterly (90° to 110°) and downslope during the nighttime period from 1900 hours to 800 hours. The winds then went through a transition period for the next two hours, backing into the north and then into the west-northwest (300°) by 1000 hours. These anabatic winds usually prevailed until approximately 1800 hours, at which time they would abruptly veer to a northerly direction and then settle into an easterly direction, usually by 1900 hours, as the katabatic flow again took over.

Conditions at the Tract C-b itself, up on the plateau, were somewhat different. In particular, the anabatic-katabatic circulation cell is not as well developed on the plateau. Also, the cooler air generally drains into the valley from the plateau, causing two main effects: (1) the depth of the ground-based radiation inversion is rather shallow (averaging slightly more than 100 feet in depth during September), and (2) temperatures at night are not as low during radiational cooling nights as they are in the valley.

Because the upslope-downslope flow does not effect the tract to the extent that it does the valley, wind directions on the plateau have a high frequency from the southwestern quadrant, in connection with the geostrophic flow (large-scale flow related to pressure gradients). In particular, the 200-foot level of the tower has a very high frequency of southwesterly winds, even at night when the lower tower levels are enveloped by a ground-based radiation inversion and drainage flow.

Winds can be rather strong on the plateau and around the tower site. The highest hourly average wind speed recorded during September was 24 miles per hour on September 27th, as a strong cold front passed the area. Winds increased in speed with height during September, as was to be expected. The average wind speed at the 100-foot level for the month was 9 mph, higher than in the valley.

The air was much drier on the plateau than in the valley (moisture occasionally becomes trapped in the valleys) during September. Humidities for the month averaged in the low 30's.

Mean temperatures for the month of September were slightly higher on the plateau than the valley. Daytime temperatures averaged about 2 degrees lower at the tower site then in the valley, but nighttime temperatures were about 5°F higher, with an average minimum temperature of 42°F and an average maximum of 69°F. The average temperature at 200 feet was 55°F, but the diurnal range of temperatures was smaller than at the lower tower levels.

MONTHLY METEOROLOGICAL SUMMARY FOR OCTOBER

A. Summary of the Major Features of the Upper Flow Over North America

North America during October alternated between periods of zonal and meridional flow, with two sequences of split upper level flow. The upper flow was basically zonal (or west-east) over the United States on October 1, 4, 7, 12, 13, 22, 23, and 24. The flow was generally meridional (north-south) on October 2-3, 5-6, 9, 14-21, and 25-26. Split upper level flow prevailed on October 8, 10-11, and 27-31. The net results of these circulation patterns for the month of October were: much below normal temperatures and below normal precipitation over the northeastern United States; below normal temperatures and much below normal precipitation over the Atlantic seaboard states; near normal temperatures and precipitation over the Central United States; below normal temperatures and slightly below normal precipitation in the South; much below normal temperatures and below normal precipitation in the north central United States; below normal temperatures and above normal precipitation in the Southwestern United States; slightly above normal temperatures and near normal precipitation in the Rocky Mountain regions; and generally above normal temperatures and below normal precipitation in the West.

October began with a mean long wave ridge axis extending from western Canada to northern California. A rather deep long wave trough was positioned through the eastern United States. Precipitation was confined to the far northeastern portion of the United States. A stationary cold front extended from Montana through Wyoming to southern Nebraska. By October 2nd, the long wave pattern had amplified so that a well defined long wave trough

extended from the Great Lakes to Florida. A strong upper ridge extended from Utah to north central Canada and a deepening upper trough was approaching the Pacific coast. A weak upper low was off the California coast. On the surface, a large, cold high pressure system was centered over Illinois. A warm front extended southward along the Rocky Mountains from Canada, while a strong maritime polar cold front came inland along the Washington coast. Precipitation was confined to California, Washington, and the northeastern United States.

On October 3rd, all of the major features of the circulation over North America moved eastward. The long wave trough along the Atlantic seaboard moved eastward slightly and amplified. The upper ridge also moved eastward to a position from Kansas to Minnesota and then northward into Canada. The upper trough in western North America also moved eastward and flattened somewhat. On the surface, the large surface high was still centered near the Great Lakes region, while a cold front advanced across the Great Basin. Precipitation was widespread across the Intermountain Region.

By October 4th, the cold front had pushed completely through Colorado into the Midwest. The large surface high moved southeastward to a position along the Atlantic seaboard. At upper levels, strong short waves were located off the coast of the eastern United States, along the Rocky Mountains, and along the west coast. Precipitation, mostly light, was scattered throughout the western two-thirds of the United States. On October 5th, the general positioning of circulation systems remained about the same. The long wave in the western United States amplified slightly. Precipitation was moderate from the Great Lakes to Montana and south from there to Kansas.

On October 6th, the northern half of the long wave which had been over the western United States was reinforced and moved

eastward, thus causing the southern half of this wave to be sheared off, forming a cutoff low aloft over California. The cold front which had been across the Midwest was reinforced by the deepening of the northern half of the short wave and moved southward as a result. Cloudiness and precipitation were widespread in a band from Arizona and New Mexico to Minnesota and the Great Lakes on the 6th, but decreased throughout western Colorado.

By October 7th, the western two-thirds of the nation was under the influence of a large dome of high pressure. The short wave that had been over the Midwest on the 6th moved eastward rapidly, to a position over the Great Lakes. The cold front associated with this short wave extended southwestward from Maine through Tennessee to central Texas. The low aloft over California persisted, causing precipitation over southern California and Nevada. Precipitation also extended along the front from Texas to New York. Skies were clear to partly cloudy over western Colorado. The upper flow pattern was split in the western United States on October 8th, as the upper low persisted. The cold front and short wave in the eastern United States continued to push eastward to a position off the coast. Most of the nation was under the influence of a large, weak high pressure system. Precipitation was confined to California and Nevada.

By October 9th, a short wave approaching the western coast of the United States caused the upper low to be ejected northeastward to a position over Nevada. A weak cold front extended from the Great Lakes to Nebraska but no other significant weather systems affected the United States. Temperatures were cool in the Northeast but seasonable elsewhere. A weak surface high pressure area affected most of the United States, resulting in many areas of light winds and stagnation. Precipitation in the United States was confined to the Great Basin area. October 10th

saw a split upper level flow regime return to the western United States. A short wave trough was located from Idaho to southern California. Showers and a few thundershowers were scattered throughout the Intermountain Region and the western slopes of the Rockies. A few showers fell in the Tract C-b area.

The split flow regime continued in the western United States on October 11th. The short wave from Idaho to California stayed nearly stationary. A cold front extended southwestward from a low pressure system on the Minnesota-Canada border through Nebraska to northern New Mexico. A secondary cold front extended westward to Montana, also from this low. Precipitation was widespread throughout the western half of the nation on the 11th, with showers and thundershowers again dotting western Colorado. By October 12th, the two cold fronts through the northern Plains States had organized into one strong frontal system which extended from the Great Lakes southwestward to the Texas Panhandle. The short wave trough which had been stationary over the western United States for the two previous days finally formed a weak low pressure circulation aloft over western Arizona. Precipitation covered a large portion of the United States extending from Arizona northeastward in a broad band to the Great Lakes region. A large cold high pressure system dominated the weather in the western half of the United States behind the cold front. Considerable cloudiness and a few showers persisted in western portions of Colorado.

By October 13th, another in a series of upper level short waves moving rapidly into the northwestern United States from British Columbia caused the upper low center over the southwestern United States to move slowly eastward. This approaching short wave had associated with it a moderate polar maritime cold front, which was located across central North Dakota and Montana on the morning

of the 13th. Precipitation was widespread across the middle of the United States on the 13th, extending from New Mexico to the Great Lakes in a very broad, nearly solid band. Skies cleared over western Colorado on the 13th as the upper low was forced eastward.

The short wave amplified rapidly on the 14th, causing the cold front to move southward rapidly. The front passed through western Colorado during the morning of the 14th, causing cooler temperatures and a continuance of clear skies. Precipitation once again occurred in a broad band across the central part of the United States because of the strong short wave and cold front. The short wave and cold front continued to move eastward rapidly on October 15th, thus forcing the precipitation area eastward with it. A large upper ridge and surface high covered the western half of the United States on the 15th, thus causing a continuance of fair, dry conditions in western Colorado on this day.

October 16th and 17th were very similar with regard to the upper flow patterns which prevailed over North America on these two days. A large surface high pressure cell dominated most of the United States during the period. Precipitation was confined to the eastern fourth of the country. A large upper ridge prevailed over California, Nevada, Utah, Idaho, Wyoming, and Colorado on these two days, while a large amplitude upper trough extended from the Great Lakes region to the Gulf of Mexico. Fair and mild weather prevailed over western Colorado on these days.

The same basic meridional flow pattern persisted over the United States on October 18th and 19th. A strong upper ridge dominated the flow in the western United States on both days, with a deep upper trough along the Atlantic seaboard. The systems progressed eastward very slowly, so that another long wave trough

began to approach the Pacific northwest by October 19th. Precipitation was minimal across the United States on both the 18th and 19th. A weak cold front progressed southward through the eastern half of the nation on the 18th and 19th, but did not affect Colorado at all. Meteorological conditions remained fair and unseasonably warm throughout western Colorado on both of these days.

The upper flow began to change on October 20th. The upper ridge and trough progressed eastward slowly, but a strong short wave began to dig southward along the west coast of the United States. A cold front associated with the short wave extended southward from eastern Washington into northwestern Nevada and northern California. Precipitation was confined to the northwestern and northeastern portions of the United States. Fair and warm conditions continued in western Colorado.

The short wave in the Northwest continued its easterly movement on October 21st, forming a closed upper low circulation in the process. The polar maritime cold front continued its eastward movement, passing through western Colorado during the afternoon of the 21st. Because of the upper low and its associated moisture and positive vorticity advection, cloudiness and scattered rainfall returned to western Colorado on this day. Actually, precipitation was scattered throughout the entire length of the Rockies. Precipitation and considerable cloudiness continued in western Colorado on October 22nd as the upper low strengthened slightly and remained stationary over northern Nevada and northern Utah. The upper flow became fairly zonal on this day, with the jet stream located along the United States-Canada border. The polar maritime cold front moved eastward through the northern Plains States but did not advance southward because of the zonal nature of the upper flow, the northern position of the jet stream,

and a blocking high pressure cell in the southeastern United States. Precipitation was widespread throughout the southwestern United States on this day.

The upper level flow over northern Nevada strengthened further by the morning of October 23rd, causing the broad area of precipitation to persist over the Plateau region and southwestern United States. Temperatures were cooler and cloudiness and precipitation were widespread throughout western Colorado on this day. The zonal character of the upper level flow and the northward retreat of the polar front jet stream into Canada caused the maritime polar cold front through the central part of the United States to become stationary. Precipitation was scattered along this front from Texas to New York. Rains continued in western Colorado during the morning of the 24th but began to diminish in areal coverage later in the day as the upper low over northern Nevada began to fill gradually. A short wave moving south from Canada into the northern Great Plains brought with it a weak cold front which extended into northern Wyoming during the morning. Precipitation was heavy in Texas and Oklahoma on this day. Clearing took place in western Colorado during the night of the 24th as the cold front passed through the region and a high pressure ridge built southward into the area.

The upper flow once again had meridional characteristics by October 25th, although the flow was beginning to show splitting tendencies once again in the western United States. An upper ridge extended northward from Colorado through Montana and into Alberta, Canada. A long wave trough extended southeastward from Hudson's Bay into New England and a short wave and upper closed low came onshore in the Pacific northwest. Precipitation occurred in Washington and Oregon and through the center of the nation, along a cold front which extended from Texas to the Great Lakes. Mild temperatures and clear skies prevailed in western Colorado.

Cloudiness returned to western Colorado as the short wave moved eastward from the Pacific coast on the 26th. Precipitation was restricted to the Pacific Northwest, the Southwest, and the Midwest as an upper ridge which extended from Florida to Alberta, Canada brought fair weather to most of the nation. The upper flow became split in the southwestern United States on the 27th, as a cold pool of air at upper levels became cutoff from the longwave circulation and formed a closed low over western Arizona. This low caused scattered light precipitation throughout the Southwest on this day. Cloudiness increased throughout western Colorado as the day progressed and light precipitation was experienced in the area during the evening hours.

An approaching short wave from the Pacific caused this upper low to be ejected northeastward by October 28th, resulting in continued cloudiness and scattered precipitation in western Colorado. This approaching short wave caused the generation of a strong surface low pressure area (cyclogenesis) in Oregon, from which trailed a polar maritime cold front into California. The split flow characteristics and broad upper level troughing which prevailed in the western two-thirds of the United States caused this entire region of the nation to be covered by cloudiness and precipitation.

The split flow in the polar front jet stream continued on October 29th, with a strong upper low forming over Nevada. A strong surface low was centered over western Utah during the morning of the 29th, with a moderately strong maritime polar cold front trailing southward. Cloudiness and precipitation continued in western Colorado, as the storm produced the first widespread snow of the season in the Intermountain Region. These cloudy and snowy conditions persisted in western Colorado on October 30th, as the upper low intensified and moved northeastward to a position

over central Utah. The surface low had meanwhile moved to eastern Colorado and weakened somewhat. Cold frontal passage occurred late on the 29th in western Colorado. By the morning of the 30th, it was located on a line from eastern Colorado southward to western Texas. Much of the nation received precipitation on this day due to the amplitude of the upper level troughing over the western United States.

Cloudiness and snows continued in western Colorado on October 31st as the intensifying upper low was pushed northeastward by an approaching short wave just off the northwestern coast of the United States. On the morning of the 31st, this upper low was located over central Wyoming. The split in the upper flow over the western United States continued, however, with a broad upper trough continuing to affect the western two-thirds of the United States. A surface low was located in Wyoming by the morning of the 31st, while a maritime polar cold front extended from Idaho into central California. Precipitation was widespread throughout the western and central portions of the nation.

B. Summary of Meteorological Conditions in the Tract C-b Region

Precipitation totals and temperatures were near normal in the Tract C-b region of western Colorado during the month of October. The area experienced seven cold frontal passages during the month (October 3, 5, 10, 14, 21, 24, and 29). The strongest of these fronts was the one which passed through the region on October 29th. Precipitation was experienced in the area on twelve days of October (October 3, 5, 10, 11, 22, 23, 24, 27, 28, 29, 30, 31), but most of the daily totals were low. Snow was experienced in the area of the Tract C-b on October 29th, 30th, and 31st, but

snow amounts were rather light and melting occurred within a few days. Temperatures were below normal during the periods from October 3rd through the 7th and October 11th through the 15th. Temperatures were much below normal on October 29th, 30th, and 31st. Temperatures were above normal on the other days of the month, but were much above normal during the period from October 17th through the 22nd.

The area received 62 percent of the possible sunshine during the month. Sky coverage by cloudiness in the general area totalled 5.3 out of a possible 10 during the period from sunrise to sunset during October, and 4.9 out of a possible 10 for all possible observations during the month. The region experienced 10 clear days, 9 partly cloudy days, and 12 cloudy days during October. Thunderstorms were in the area on two October days (October 10th and 11th). Grand Junction, Colorado, about 75 miles to the southwest of the Tract C-b, received .72 inch of precipitation during October, which is .21 inch below normal for the month.

Poor dispersion or air stagnation conditions occurred occasionally in western Colorado during October. The period during which dispersion conditions were worst in the Tract C-b region was from October 17th through the 20th. During this interval, the region was influenced by a large persistent upper ridge over the western portions of the United States. This ridge brought clear skies to the Tract C-b area but also brought rather low mixing heights and subsidence aloft. The weak surface anticyclone associated with this upper ridge further compounded the problem by causing very light surface winds throughout the area. The net result was an extended (3 or 4 days) period of locally poor dispersion conditions.

The following is a summary of all air stagnation messages from the National Weather Service pertaining to western Colorado

during the month of October. The messages were received in Radian's facilities via the Service "C" Weather Teletype Circuit from the National Weather Service, a cable service to which Radian subscribes. These Air Stagnation Narratives are coded as "FKUS" messages.

- October 2nd: "In the western United States, the ridge moving through the Intermountain Regions of the Rockies is supporting the development of stagnation in portions of Colorado, Arizona, New Mexico, and West Texas...The stagnation will diminish as the ridge moves eastward."

- October 9th: "The stagnation through the Rockies this morning will diminish during the day as the trough moves into the Intermountain Region."

- October 16th: "Deteriorating local dispersion conditions over much of the United States west of the Rockies during the next 24 hours."

- October 17th: "Stagnation conditions are persisting over the western and southwestern United States as a result of little movement of the upper ridge over the Pacific Northwest and no movement of the flat surface high pressure area."

- October 19th: "Large-scale stagnation exists over the western United States from extreme West Texas through New Mexico to western Montana. An ASA (Air Stagnation Advisory) is in affect for much of this area."

C. Meteorological Discussion of Tract C-b and the Piceance Creek Valley

Meteorological conditions often varied considerably from the Piceance Creek Valley to the Tract C-b itself during the month of October. Anabatic and katabatic circulations were much better organized in the valley at Trailers 020, 021, and 022 than on the plateau at Trailers 023 and 024. Nighttime temperatures were much colder in the valley than on the plateau during nights when radiational cooling occurred and the downslope flow became organized. The diurnal range of temperatures was much greater at the Valley Trailers (020, 021, and 022) because of the mountain and valley circulations, with daily temperature ranges of 35° common at these trailers during October.

Trailer 021 generally had the largest diurnal range of temperature, mostly because of its location. At this location, the katabatic winds were fairly light at night because of the widening of the valley just upstream to the southeast. As a result, the mixing of the air was diminished during the night and cold air from higher elevations was allowed to collect in this relatively low area of the valley. Thus, radiational cooling was allowed to proceed uninhibited and temperatures fell rapidly during the night. Nighttime minimum temperatures were generally at least 5°F colder at this trailer than at the other two trailers in the valley and at least 10°F colder than minimum temperatures at Trailer 023 on the plateau, where the katabatic circulation cell was not developed so as to abet rapid cooling.

On the majority of the nights in October, Trailer 021 had the lowest minimum temperatures, followed by 020, 022, and 023. Temperatures were higher at Trailers 020 and 022 during the night because of increased wind speeds from the katabatic circulation, which mixed the air near the surface to the extent that the ground-based radiation inversions that formed near these trailers were not so intense as the inversion (coldest at the lowest level) at Trailer 021. During the afternoons, temperatures were much more uniform at all trailers because of increased vertical mixing from convection and the anabatic (upslope) flow. Daytime maximum temperatures during October were generally highest at Trailer 023, followed closely by Trailers 022, 021, and 020, in that order.

Relative humidities were generally rather uniform in the Piceance Creek Valley during the month, averaging about 62 percent. Humidities were a little lower on the plateau (because of slightly drier air and higher average temperatures), averaging about 53 percent at the 30-foot level of the meteorological tower.

Winds were generally much lower in the valley than on the plateau during the month. Winds generated by pressure gradient forces were normally decreased in strength substantially from the plateau to the valley. While the strongest winds during the month were generally the result of synoptic-scale developments on the plateau at the meteorological tower, the strongest winds in the valley were often the result of katabatic or anabatic circulations.

Winds at Trailers 020, 021, and 022 exhibited marked channelling effects because of the steep valley walls in the vicinity. Winds at Trailer 022 were normally either east-southeast or west-northwest while winds at Trailers 021 and 020 were normally either northwesterly or southeasterly because of the katabatic-anabatic circulation cycle. However, during transition periods

between upslope and downslope flow, or vice versa, the wind direction was rather variable at these locations. In addition, on occasions when the surface pressure gradient was weak and an anabatic or katabatic circulation cell was not developed, the winds were often calm or variable in direction.

At Trailer 023, winds did not exhibit as much of a terrain or micrometeorological dependence. Pressure gradient forces for the most part controlled the wind directions and speeds at the meteorological tower. Both the mode and mean of the distribution of wind directions at the tower were south-southwesterly or southwesterly, depending on the level of the tower under consideration, which is a reflection of the pressure gradient forces which existed in the Tract C-b region during October. Winds generally veered in direction (clockwise progression) and increased in speed with increasing height at the meteorological tower.

Average temperatures in the monitoring network for the month of October ranged from 39.4°F at Trailer 021 in the valley to 47.3°F at the 30-foot level of the meteorological tower at Trailer 023. The average temperature at Trailer 020 was 41.3°F, two degrees higher than at Trailer 021. At the meteorological tower, average temperatures were fairly uniform, ranging from 45.7°F at the 8-foot level to 47.3°F at the 30-foot level, with the 100-foot and 200-foot levels registering intermediate values. However, the average temperatures do not reflect the diurnal variation of vertical temperature structure which occurred at the tower. During cloudy, wet days, near-isothermal conditions prevailed at the four tower levels. However, on clear or partly cloudy days, the normal thermal pattern was: (1) inversion to 100 feet, with unstable lapse rates above that during the night, and (2) unstable lapse rates to 100 feet with an inversion above that during the day. The layer above 100 feet seems to have been

decoupled from the layer below that level much of the time. However, during extremely windy or cloudy conditions, there was more uniformity in the vertical temperature structure.

The highest daily average humidity reading in the valley during October was 93.9 percent at Trailer 022 on October 29th. October 5th also had average relative humidities above 80 percent. Likewise, on the plateau, October 5th and 29th had the highest average relative humidities. October 1st and 2nd were the driest days of the month, both in the valley and on the plateau, with daily average humidities in the twenties.

The highest daily average temperature in the region for October occurred on October 1st. The average temperature this day at the 30-foot level of the meteorological tower was 61.0°F. Meanwhile, in the valley, the average temperatures ranged from 46.0°F to 48.1°F. The much lower average temperatures in the valley were due to much lower temperatures from strong radiational cooling during the night. The lowest daily average temperatures in the network during October were recorded on October 30th, a snowy day, when temperatures ranged from 27.6°F to 29.9°F in the valley and from 29.8°F to 31.0°F at the four meteorological tower levels. The highest maximum temperature recorded in the valley during October was 73°F at Trailers 020 and 021 on October 2nd. The highest temperatures recorded at the meteorological tower during the month occurred on October 1st, 2nd, and 15th. The lowest temperature recorded in the valley during October was 14°F at Trailer 021 on October 15th. The lowest temperature recorded on the plateau was 24°F on October 30th.

Considering the valley stations, winds were strongest at Trailer 022 during the month, averaging 5 miles per hour. Winds at Trailer 021 averaged 3 miles per hour and winds at Trailer 020

averaged 2 miles per hour. The highest daily average winds occurred on October 3rd and 21st. On a diurnal basis, the strongest winds occurred from 1300 to 1500 hours at Trailer 020, from 1500 to 1800 hours at Trailer 021, and from 0100 hours to 0200 hours (katabatic winds) at Trailer 022.

At the meteorological tower, wind speeds averaged 2 miles per hour for the month at the 8-foot level, 7 miles per hour at the 30-foot level, 6 miles per hour at the 100-foot level, and 9 miles per hour at the 200-foot level. The windiest days of the month on the plateau were October 21st and 31st. On a diurnal basis, winds were strongest on the plateau during the period from 1300 to 1500 hours. Winds were lightest from 0800 to 0900 hours. The highest 5-minute average wind speed recorded in the valley during October was 23 miles per hour at Trailer 021 on October 3rd. The highest 5-minute average wind speed recorded at the meteorological tower site during October was 35 miles per hour, at the 100-foot level, on October 21st.

MONTHLY METEOROLOGICAL SUMMARY FOR NOVEMBER

A. Summary of the Major Features of the General Circulation over North America

During the month of November, the general circulation over the United States was fairly normal. That is, in general, the various sections of the country did not experience prolonged periods of abnormally extreme cold or heat. In addition, most sections of the nation did not deviate appreciably from monthly precipitation norms. The long wave circulation in the upper atmosphere generally alternated between periods of zonal and meridional flow during the month. Split flow dominated the upper flow from November 1st through November 6th. Otherwise, meridional or zonal flow regimes prevailed. Zonal flow, or west-to-east flow which promotes rapid variations of a rather weak nature in the meteorological conditions in a region, occurred in the United States from November 7th through the 9th, the 16th through the 23rd, and on November 30th. Meridional flow, or north-south flow which causes rather extreme meteorological conditions (hot or cold, depending on relative location in the circulation pattern) of a rather persistent nature, existed from November 10th through the 15th and from November 24th through the 29th.

The results of these circulation patterns over the various sections of the country during November were fairly uniform. In general, much of the nation had temperatures which were above normal for the month and monthly precipitation totals which were also slightly above normal. Specifically, the north central portion of the country, including the upper Midwest and Ohio Valley, had temperatures and monthly precipitation totals which were slightly above normal. The Northeast had near normal temperatures but below normal precipitation. The Atlantic seaboard region had temperatures and

precipitation totals which were slightly above normal for the month, while the South had near normal temperatures and slightly above normal precipitation. The central portion of the United States had above normal temperatures and slightly above normal precipitation during the month. Meanwhile, the Rocky Mountain region and Intermountain Region had slightly below normal temperatures and precipitation totals which were slightly above normal. The Southwest also had temperatures which averaged slightly below normal, but had above average precipitation. Finally, the West and Pacific coast areas had temperatures which were much higher than monthly normals and precipitation totals which were above normal.

No extremely cold Arctic air masses advected south of the Canadian border during the month. The mean position of the long wave trough over North America was through the west central United States during November, while a weak mean ridge was situated on a north-south line through the eastern portion of the nation.

November began with a broad upper troughing pattern over the western United States, with ridging over the Atlantic seaboard. The split flow conditions caused one large upper low pressure area over northeastern Wyoming and another over northern California. A stationary front extended from the Great Lakes to southern Texas and a cold front extended southward from a surface low over eastern Nevada. Precipitation was scattered throughout the western half of the nation and also along the stationary front from Texas to Indiana. Skies were overcast in western Colorado in the vicinity of Tract C-b on the 1st and rain and snow showers were widespread throughout the area.

November 2nd was much the same. The upper low in Wyoming moved northeastward to the North Dakota-Canada border and the upper low in the Southwest strengthened slightly and moved southward to southern California. A surface high pressure region began to build (anticyclogenesis) over the western portion of the nation. The stationary front through Texas moved northward as a warm front to a position along the Red River Valley, while the low over Nevada moved to southern Arizona. Precipitation was widespread across the western three-fourths of the nation. Cloudiness decreased somewhat in western Colorado, but scattered rainshowers still persisted in the region.

On November 3rd, the upper low in the Southwest moved to northwestern Arizona and filled slightly. Meanwhile, an upper ridge began to build into the Pacific Northwest. A stationary front extended from the Great Lakes to southwestern Texas. Precipitation, much of it heavy, covered the entire midsection of the country. High pressure continued to build into the western portion of the nation. Colder air advected into western Colorado, with rain, snow, and fog persisting throughout the area of the Tract C-b during the day.

The split flow regime continued on November 4th, as the upper ridge in the Northwest continued to strengthen. Weak upper lows were centered over western Kansas and western Utah. A cold front extended from New York to a low over Arkansas and then southwestward to southern Texas. Precipitation was heavy in a broad band from southern Texas northeastward to the Great Lakes, with many precipitation totals exceeding one inch. Western Colorado continued under a moderate high pressure regime at the surface, although a very weak surface low was centered over southeastern Utah. Middle cloudiness and a few light showers were scattered throughout the area of the Tract C-b.

The split flow pattern began to break somewhat by November 5th. A strong upper low was centered over Iowa and a very weak upper low was over southwestern Utah. An upper ridge extended from Oregon to Montana. A strong long wave trough began to deepen at about 150°W longitude. At the surface, a weak cold front extended southward from a low pressure center over the Great Lakes to Alabama and then into the Gulf of Mexico. An occluded front made its way onto the Washington coast. Precipitation was confined to the eastern third of the nation and to the Pacific Northwest. Weak high pressure at the surface covered the eastern two-thirds of the country. Skies cleared in western Colorado with only a few scattered middle clouds dotting the sky.

November 6th marked the end of the split flow regime over the western portion of the United States as zonal flow began to establish itself. Upper lows were centered over Illinois and the Arizona-Utah border, while an upper ridge extended from Nebraska to Minnesota. Precipitation occurred in Texas, along the Gulf Coast, in the Northeast, and in the Pacific Northwest. On the surface, the cold front moved off the Atlantic coast, while the occlusion in the Northwest remained essentially stationary. A weak surface high centered in Kansas dominated the circulation throughout the nation. Generally fair weather prevailed in western Colorado, with some scattered middle cloudiness in the area during the morning.

A zonal circulation prevailed on November 7th, with a strong upper low in the East and a weak upper cyclonic circulation centered in southern Colorado. A weak upper ridge extended northward from Mississippi to Wisconsin. A short wave moved onto the Pacific coast. A large weak anticyclone

was over eastern Missouri at the surface. A maritime polar cold front extended through Washington and a weak continental polar front dropped southward into Montana. Precipitation was widespread in the Pacific Northwest, Texas and its adjoining states, and in the Great Lakes region. Skies were clear in western Colorado, with a very small high pressure cell centered over central Colorado.

By November 8th, an upper level short wave had advanced rapidly eastward to an Idaho-southern California line. Upper lows were located over Missouri and off the Atlantic seaboard. A cold front extended southward from a low in Alberta, Canada, to Nevada. Precipitation was widespread throughout the Gulf coast states, Texas, and the Intermountain Region. The cold front passed through the Tract C-b region around noon. Cloudiness increased during the day and a steady rain began to fall during the evening.

The short wave moved eastward and dug southward on November 9th as the upper circulation began to exhibit some meridional flow characteristics. An upper ridge extended from southeast Texas to an upper high over the Great Lakes, while the upper trough was located on a Montana-Arizona axis. A cold front extended through the northern Plains states and another weak maritime polar cold front came onshore in Washington. Weak high pressure dominated the eastern half of the nation. Precipitation occurred in Florida, the Pacific Northwest, and over a large section of the nation's midsection extending from Texas to Minnesota and from eastern Utah to Missouri. Cloudiness covered western Colorado during most of the 9th and light rain fell during the morning hours.

The upper flow became meridional by November 10th, as the long wave trough dug southward along a Montana-west

Texas axis. Long wave ridges were located along the Pacific and Atlantic coasts of the United States. The cold front continued its eastern advance through the Midwest, extending along a Minnesota-Central Texas line during the morning. The cold front in the Northwest began to undergo frontolysis (decay) because of decreasing upper level support. A warm front moved northward from the Gulf of Mexico into southeastern Texas. Precipitation was scattered through the Pacific Northwest and the Intermountain Region. Precipitation was also concentrated along the cold front in a broad band from Texas to the western Great Lakes. In western Colorado, skies were overcast during the morning and some snow flurries occurred, but skies began to break by the afternoon as high pressure built into the area.

The meridional pattern amplified on the 11th, with a major trough through the center of the United States and strong upper ridges in the West and East. A strong cold front extended southward from a low over the western Great Lakes region through the Mississippi Valley to a low in southern Alabama, from which a cold front extended southward into the Gulf of Mexico. Precipitation extended northward along this front in a rather wide band. A large high pressure cell dominated the western half of the nation, bringing clear skies and light winds. Western Colorado likewise had clear skies and mild temperatures on this day.

This meridional pattern changed little on November 12th. The long wave trough and western ridge retained their amplitude and moved eastward slowly. High pressure continued to dominate the western two-thirds of the country and precipitation was confined to the Atlantic seaboard, Great Lakes, and Ohio Valley regions. However, a strong short wave began to dig southeastward through the upper ridge in British Columbia, portending a strong continental polar outbreak.

Skies were generally fair (high cloudiness) and temperatures were mild in the Tract C-b region.

The meridional long wave pattern amplified on the 13th as the short wave dug southeastward swiftly on the upstream side of the trough. Cold continental polar air streamed southward down the lee side of the Rockies behind a cold front extending from a low in Kansas to Colorado and then northwestward to Washington. Precipitaion covered the northern portions of the country. The cold front passed through the Tract C-b region during the afternoon, lowering temperatures slightly. Skies remained fair.

The meridional pattern continued on November 14th, although the amplitude of the circulation was somewhat reduced. An upper ridge dominated the West while a major trough covered the eastern half of the nation with cloudiness and precipitation. The continental polar cold front continued its southward march, pushing into the Atlantic Ocean and Gulf of Mexico by nightfall. A weak maritime polar cold front moved into the Pacific Northwest. The moderate continental polar cold front retreated eastward out of the Tract C-b region during the day. Broken middle and high cloudiness advected over the area throughout the day. Temperatures were mild.

The meridional circulation pattern of the five preceding days began a transformation into a zonal flow on the 15th, as the ridge in the West flattened and the eastern trough began to lose amplitude. A weak cool front extended westward from a small low pressure center in Wyoming. High pressure covered most of the nation. Precipitation was confined to the Northeast. Middle and high cloudiness covered western Colorado as mild temperatures continued in that region.

Zonal flow re-established itself over the United States on November 16th. A short wave, located on a Minnesota-New Mexico axis during the morning, moved through the center of the nation, causing widespread precipitation throughout the western half of the country. High pressure and light winds covered most of the country. Mild, fair weather prevailed in the vicinity of Tract C-b.

Zonal flow continued on the 17th as numerous short waves progressed eastward across the country. Short waves were located in the Ohio Valley (a rather strong system), Texas, the northern Plains, and the Northwest. A weak continental polar cold front was in the northern Plains and a maritime polar cold front moved eastward onto the Washington coast on this day. Precipitation covered the eastern third of the nation as well as the Pacific Northwest.

The short waves continued their eastward progression on the 18th. The strongest of these waves was located in the Northwest. The weak continental polar cold front in the northern Plains remained fairly stationary, while the maritime polar cold front progressed eastward to a Montana-central California line. Precipitation was scattered through all areas of the country except the Southwest. Cloudiness increased throughout the day in western Colorado. The maritime polar cold front passed through the Tract C-b during the evening, bringing scattered showers and a few thundershowers to the region.

The upper flow became a bit more organized on the 19th, with a long wave trough through the center of the United States and minor ridges along the West and East coasts. The maritime polar cold front extended southward from Minnesota to Kansas and then curved into the Texas Panhandle and New

Mexico. High pressure began to build in the West behind the front. Precipitation occurred throughout the eastern half of the nation, in the Northwest, and in the Intermountain Region. After some snow pellets during the early morning in western Colorado, skies cleared gradually during the day, becoming virtually clear during the evening.

The short wave trough moved eastward to a Minnesota-Louisiana axis by November 20th as an upper ridge built northward over the Intermountain Region. On the surface, a cold front extended southward from a low over the Great Lakes region to Louisiana and then to the southern tip of Texas. A high pressure system, centered in western Colorado, affected the western half of the United States with its circulation. Precipitation amounts were large throughout the eastern third of the country. The Pacific Northwest also had precipitation. Skies were fair in western Colorado, but temperatures were rather cool.

The short wave troughs and ridges continued their eastward progression and by the 21st, short wave troughs were located off the Atlantic and Pacific coasts while a ridge extended northward from Texas to North Dakota. A cold front and low pressure system were located just off the coast of northern California. Precipitation was confined to the Northeast and the West. High pressure dominated most of the nation. The Tract C-b region had mostly fair skies on the 21st, with some scattered to broken middle and high cloudiness over the area.

The zonal upper flow pattern continued its eastward progression on the 22nd, as the Pacific short wave system advanced inland to an Idaho-southern California axis. The maritime polar cold front associated with this short wave

extended from southeastern Montana to southern California by the morning of the 22nd. Another cold front, a continental polar front, dipped into Montana and North Dakota from Canada. Precipitation covered the western third of the nation and the Northeast. Cloudiness increased throughout the day in western Colorado and the cold front passed the Tract C-b region late in the afternoon. A few scattered showers fell during the evening.

The upper flow began to change from zonal to meridional characteristics on the 23rd. A strong short wave trough dug southward over the Intermountain Region on this day while upper ridges built northward over the eastern and western portions of the nation. On the surface, a maritime polar front extended southward into Texas from a low in Kansas. In addition, a relatively strong continental polar cold front rushed southward through the central Plains states. High pressure dominated the East and the West. Precipitation fell in the Pacific Northwest, the Rockies, and throughout the central portion of the nation. Some snow and rain fell during the early morning in western Colorado, but skies cleared during the late morning hours and remained clear for the rest of the 23rd.

The upper circulation became meridional on the 24th as the troughs and ridges amplified rapidly. Long wave ridges were located along the Atlantic coast and in the western United States while long wave troughs dug southward through the central United States and near 140°W longitude. The maritime and continental polar cold fronts of the 23rd merged into one cold front which extended from the Great Lakes to southern Texas. A weak high pressure system dominated the western half of the country. Precipitation on this day was confined to the Pacific Northwest and along the length of the cold front.

Western Colorado enjoyed fair skies and cool temperatures because of the high pressure system centered in northwestern Colorado.

Meteorological systems moved rapidly on November 25th, as the long wave trough through the central United States moved eastward, as did the upstream ridge and trough. As a result, a strong short wave pushed eastward to a position from Washington to southern California by the morning of the 25th. The surface maritime polar cold front accompanying this short wave extended from Idaho to central California at this time and was moving eastward rapidly. High pressure dominated the central portion of the United States as precipitation was confined to the Atlantic seaboard, the Northwest, and the Pacific Northwest. Western Colorado remained fair throughout the day, with some high cloudiness advecting over the area during the morning. Skies were clear during the remainder of the day. The maritime polar cold front passed through the Tract C-b region during the evening of the 25th, lowering temperatures somewhat.

The eastward progression of the long wave systems continued on the 26th of November. Large amplitude troughs were located in New England and on an Alberta, Canada, to Texas axis, while sharp ridges extended from Missouri to Minnesota and northward into Canada and also long the Pacific coast, northward into British Columbia. A cold front extended southward from Canada into Minnesota and from there into Oklahoma, at which point it curved westward into New Mexico. High pressure cells dominated the Ohio and Mississippi Valley regions and also the western third of the country. Precipitation was scattered throughout the northern third of the nation. Clear skies and cool temperatures prevailed in the Tract C-b area.

Short waves and upper level lows moving eastward in the meridional long wave troughing pattern were the major meteorological forces on November 27th. Upper lows were centered just north of Maine, just north of Minnesota, and in southern Washington on the morning of the 27th. One cold front extended from the Great Lakes to Tennessee and southwestward into central Texas on this day while another maritime polar cold front extended from Oregon southwestward into northern California. A weak high pressure system dominated the Plains states and the Intermountain Region. Precipitation was confined to the Great Lakes region, New England, and the Pacific Northwest. High cloudiness increased throughout the day in western Colorado in advance of the approaching upper low and surface cold front. A middle overcast covered the Tract C-b area by evening; temperatures remained cool.

Rapid changes took place on November 28th. The upper low in Washington moved to a position over northern Utah and strengthened, while the other two upper lows over North America also strengthened but remained stationary. Meanwhile, the upper ridge over the Pacific Northwest amplified dramatically, which caused surface anticyclogenesis in southern Canada and the northwestern portion of the United States. The development of this large cold continental polar high cell caused a new frontal system to form from the Texas Panhandle westward to northern Arizona. Cold air streamed southward over the northwestern half of the United States. Precipitation, mainly in the form of snow, occurred in the Great Lakes region and in the central Rockies and Intermountain Region. Western Colorado was cloudy throughout the 28th, with intermittent snow showers. Rather cold air advected into the area during the day. Clearing took place in western Colorado during the evening.

The deep long wave trough and strong upper ridge progressed eastward during the 29th as a transition to zonal flow over the United States began. The upper trough extended from Minnesota to New Mexico while the upper ridge extended northward from California to Alberta, Canada. The upper low over Utah filled as the trough was propelled eastward. A cold front extended from Tennessee to Arkansas and then into southern Texas. A large cold high cell centered just north of North Dakota dominated the weather over the western two-thirds of the nation. Precipitation, much of it in the form of snow, occurred from the Rockies eastward to the Mississippi Valley and southward to the Gulf of Mexico, and snow flurries occurred in the lee of the Great Lakes. Skies were clear throughout the day in the Tract C-b region, but very cold air continued to affect the area.

By November 30th, the upper circulation had changed to a basically zonal pattern. An intense upper low was centered over northern Missouri with a strong upper ridge over the Intermountain Region. On the surface, a large, complex low system was beginning to organize over the Southeast while a strong ridge of high pressure extended from North Dakota to southern Texas. Cold continental polar air and high pressures dominated the western two-thirds of the United States. The eastern half of the United States was covered by cloudiness and precipitation. Snows occurred in the Rockies. Heavy snow fell in Missouri, Illinois, and Iowa. Skies were fair throughout the day in western Colorado but very cold air persisted in the Tract C-b region.

B. Summary of Meteorological Statistics in Western Colorado during November

The area of western Colorado in the vicinity of the Tract C-b had below normal temperatures and above normal precipitation during the month of November. The area experienced five cold frontal passages during November (November 8, 13, 18, 22, and 25). In addition, the passage of an upper trough on November 28th brought extremely cold air into the region. Precipitation fell in the area on twelve separate days of November (November 1, 2, 3, 4, 8, 9, 10, 18, 19, 22, 23, and 28). Of these precipitation occurrences, five involved snowfall in the area of the Tract C-b (November 1, 3, 19, 23, and 28).

In general, the first twelve days of November had slightly below normal temperatures. From the 13th through the 26th, temperatures were generally near to slightly above normal. From the 28th through the 30th of November, the Tract C-b experienced temperatures well below normal.

The region experienced about 75 percent of the possible insolution during the month. Cloud cover (all types, but mostly high clouds) averaged 5.1 out of a possible 10 during the period from sunrise to sunset in the region and 4.5 out of a possible 10 for all 24-hour midnight to midnight periods during the month. The area experienced a total of twelve clear days, six partly cloudy days, and twelve cloudy days during November. Thunderstorms were scattered over the region on November 18th. Grand Junction, Colorado, about sixty miles to the south-southwest of the Tract C-b, measured 1.18 inches of precipitation during November, which is .57 inches above normal for the month.

The following is a summary of all official FKUS Air Stagnation Narratives issued by the National Weather Service during November which pertain to the Tract C-b region. These messages were received over the National Weather Service's "C" Service Teletype Circuit, to which Radian subscribes via a terminal in its Austin facilities.

- November 7th: "Gradual flattening of the upper ridge over the Southwest in conjunction with the surface high will result in localized marginal dispersion over sections of California, eastern Nevada, Utah, western Colorado, Arizona and New Mexico today..." "Localized dispersion problems due to weak low level gradients through the interior Southwest will improve rapidly after the morning of November 8th..."

- November 13th: "The ridge over the Pacific Northwest is forecast to weaken and be forced southeast, spreading stagnation into the Great Basin and Idaho tonight...stagnation in the Great Basin will affect mainly night and morning dispersion conditions."

- November 14th: "A short wave moving into Colorado by Friday evening will cause weakening of the ridge in the West..."

- November 22nd: "In the wake of the upper trough moving out of the Rockies, computerized upper level progs show some ridging from California to Colorado by the morning

of the 24th. This, in conjunction with the surface high and its associated light low level winds, may result in some marginal dispersion conditions in the usually susceptible areas in sections of California, Nevada, Utah, and Colorado during the next 36 to 48 hours. Low mixing heights during the late night and early morning hours will also support this stagnation although transport winds will generally be above the required minimums..."

C. Discussion of the Meteorological Conditions in the Monitoring Network during November

Cold temperatures and periods of snowfall became rather common in the ambient air monitoring network in and around the Tract C-b during the month of November. Average temperatures in the network ranged from 26.7°F at Trailers 020 and 021 in the Piceance Creek Valley to 33.3°F at the 200-foot level of the meteorological tower at Trailer 023 on the Tract C-b itself. Winds during the month were moderate in force on the plateau around the meteorological tower and rather light in the Piceance Creek Valley, where katabatic and anabatic (downslope and upslope, respectively) circulation cells accounted for much of the wind. Monthly average relative humidities both on the plateau and in the valley ranged between 60 and 70 percent. Vector wind directions were southeasterly in the Piceance Creek Valley where the flow is constrained by the valley walls and south-southwesterly on the plateau, where synoptic-scale pressure gradient forces normally control the direction and speed of the wind.

The katabatic circulation cell continued to exert a large influence on the meteorology of the Piceance Creek Valley during November, althouth the anabatic, or upslope, circulation cell which normally develops during the daylight hours was almost non-existent during the month. The katabatic flow was normally strongest, about 10 miles per hour sustained winds, at Trailer 022 at the eastern end of the monitoring network in the valley. The strongest drainage winds at this station normally occurred from 0100 to 0500 hours in the morning. When northwesterly gradient winds extended down into the valley, they were normally strongest at Trailer 021, at the western end of the valley monitoring network.

Vector resultant winds for the valley stations during the month were: 1.4 miles per hour from 138.6° at Trailer 020, 1.3 miles per hour from 123.2° at Trailer 021 and 3.2 miles per hour from 108.9° at Trailer 022. The highest five-minute average winds recorded during the month in the valley were 19 miles per hour at Trailer 020 on the 18th, 23 miles per hour at Trailer 021 on the 28th, and 18 miles per hour at Trailer 022 on the 27th. The highest daily average winds occurred on November 28th.

Relative humidities were rather uniform in the Piceance Creek Valley during the month. The monthly average relative humidities ranged from 69.9% at Trailer 022 to 62.6% at Trailer 021. Trailer 020 was intermediate with a 66% average relative humidity. The highest daily average relative humidities during the month occurred on November 21st.

Nighttime temperatures once again were coldest at Trailer 021 during November, due to the light winds, dry air, and strong radiational cooling which normally prevailed at this site. The other valley sites also experienced strong radiational cooling conditions, but not to the extent that they developed at Trailer 021. On a clear night with light winds, the air at Trailer 021 was normally 5 degrees colder during the early morning hours than it was at Trailer 020, 10 degrees colder than the air at Trailer 022, and 15 degrees or more colder than the air on the plateau near the meteorological tower. It can therefore be said that nighttime temperatures on clear nights generally increased as one progressed eastward up the Piceance Creek Valley. However, on nights when winds were strong, skies were cloudy, and precipitation fell, the strong radiational cooling did not develop and temperatures were rather uniform throughout the monitoring network, from the valley to the plateau.

Monthly average temperatures in the valley ranged from 26.7° at both Trailers 020 and 021 to 28.9° at Trailer 022. The highest daily average temperatures in the valley during the month occurred on November 22nd, while the lowest daily average temperatures were experienced on November 29th. The highest five-minute maximum temperature in the valley during November was 54°F at Trailer 022 on November 21st. Daytime maximum temperatures in the valley were generally highest at Trailer 022. The lowest temperatures recorded in the valley were -17°F and -16°F, both occurring at Trailer 021, on November 29th and 30th, respectively.

On the plateau, meteorological conditions were often somewhat different from those in the Piceance Creek Valley. The diurnal variations in temperature and wind direction which were so prominent in the valley were not of as much importance on the plateau. The diurnal range of temperatures was much smaller within the Tract C-b itself because of three factors: (1) the plateau was not affected by the katabatic circulation cell to the extent that it affected the valley, (2) radiational cooling conditions were not as strongly developed on the plateau as they were in the valley, and (3) thermally induced vertical mixing of the air during clear or partly cloudy days resulted in rather uniform afternoon temperatures throughout the monitoring network. The fifteen degree differences in temperature which existed during the night were not present during the day. During cloudy, windy, or wet conditions, however, the temperatures were approximately the same at any given time, whether it was a meteorological tower level or a site in the valley.

Winds were generally much stronger on the plateau than they were in the valley. This can be attributed to the fact that the synoptic-scale pressure gradient force winds which affect the plateau seldom extend into the valley because of the terrain constraints. The tower site, in particular, is often

affected by very strong winds which are affected only minimally by the terrain and its frictional dissipation forces.

The meteorological tower continued to monitor some remarkable meteorological effects during November. On days with light winds and little, if any, pressure gradient forces, the winds varied considerably in direction with height and the winds were normally strongest at the 100-foot level. On days with strong south-southwesterly winds, the winds increased in speed by about 25% from the 30-foot level to the 200-foot level and generally veered in direction (progression in a clockwise direction) by about 10 degrees from 30-feet to 200-feet. When strong northerly winds prevailed, about a 20% increase in speed from 30-feet to 200-feet occurred and the winds generally backed in direction (counter-clockwise) with increasing height. However, these phenomena are consistent with meteorological rules.

When windy, cloudy, or rain/snow conditions existed, temperatures generally varied little with height at the meteorological tower, a situation which is to be expected because of the neutral stability conditions which prevail under such conditions. However, on clear days or nights when winds were fairly light, the lowest 100 feet of the surface boundary layer on the plateau were often decoupled from the atmosphere above it. That is, the ground-based radiation inversion generated during the night often was confined to the lowest 100 feet, with the temperature decreasing with height above that level. Conversely, during the daytime hours on sunny days, the temperature normally decreased with height up to the 100-foot level. Above that height, however, an inversion layer sometimes existed. On such occasions, therefore, the mixing depth over the meteorological tower site was only 100 feet. This elevated inversion situation was not a common occurrence,

but occurred often enough during November to merit some mention.

The average vector resultant wind speed increased with height at the meteorological tower. The resultant speed was 3 miles per hour at 30-feet, 3.4 miles per hour at 100-feet, and 4 miles per hour at 200-feet. The vector resultant wind directions were 202.4 degrees at 30-feet, 189.9 degrees at 100-feet, and 214.0 degrees at 200-feet. For purposes of comparison, Trailer 024, about 1 mile north of the meteorological tower site, had a vector resultant wind direction of 145.5 degrees and a resultant speed of 1.1 miles per hour.

The highest daily average wind speeds on the plateau, up to 18.6 miles per hour at the 200-foot level, were recorded on November 18th, while the lowest daily average wind speeds on the plateau occurred on November 9th. The highest five-minute average wind speeds at the meteorological tower occurred on November 25th.

The monthly average temperatures at the tower site increased with height, ranging from 31.8°F at 8 feet (partially because of radiational cooling effects) to 33.3°F at 200 feet. The 30-foot level averaged 32.4°F and the 100-foot level averaged 33.1°F. The highest daily average temperatures during the month, 41.2°F to 42.6°F, occurred on November 21st. The coldest daily average temperatures on the plateau were recorded on November 29th, with the daily averages ranging from 13.6°F to 15.3°F. The highest five-minute average temperature recorded at the tower site during the month was 53°F at the 8-foot level on the 21st. The lowest temperature recorded on the plateau was 3°F, at both the 8- and 200-foot levels on the 29th.

Relative humidities were fairly uniform over the plateau during the month, averaging in the low 60's at all four tower levels and at Trailer 024. November 3rd and 9th were the most humid days of the month on the plateau, while the 21st was the driest.

Solar radiation measurements showed a direct correlation with cloud cover, atmospheric moisture, turbidity of the air, and solar elevation during November. The highest hourly totals of solar radiation received at the meteorological tower during the month were 49.20 langleys from 1100 to 1200 hours on November 29th and 48.50 langleys from 1000 to 1100 hours on November 5th.

VI. DATA PRESENTATION AND SUMMARY

This section includes summaries for various recorded data at the monitoring sites. The data presentations indicate the variability of recorded concentrations and meteorological parameters with location and time. In addition, correlation of concentration with wind direction is shown. All data channels except suspended particulates (24-hour samples) are sampled once each second, but recorded as five-minute arithmetic averages of the one-second samples. In some cases, the one-second sampling rate is faster than the time required for the instrument to process a sample; however, these instruments have sample-and-hold circuits that retain the previous value until updated. This averaging technique tends to smooth the recorded parameters and reduce the effects of electronic noise inherent in any electronic instruments.

The random noise is present both from the recording instruments and quantization in the analog-to-digital conversion. The lower threshold for all analytical instruments is twice the maximum noise level generated by the instruments. This lower threshold is 5 ppb for all instruments except the ozone analyzer, for which it is 0.5 ppb. Any values appearing in the presentations that are less than the threshold indicate minimal levels and should not be construed as absolute levels because of recording system noise. In addition, averages of the random noise tend toward zero, and any zero entries appearing in the data presentations do not necessarily indicate absolute zero concentration.

All pollutant data (except for particulate data) is taken at the monitoring site in integer parts per billion (ppb) but is presented here in micrograms per cubic meter ($\mu g/m^3$)

assuming standard temperature and pressure of 25°C and 760 mmHg (1013.2 millibars), respectively. The scale factors required to convert $\mu g/m^3$ at standard conditions back to ppb for the various pollutants are given in the following table.

POLLUTANT	TO CONVERT $\mu g/m^3$ AT 25°C AND 760 mmHg TO ppb MULTIPLY BY
NO_x	.534
NO	.534
NO_2	.534
SO_2	.384
H_2S	.723
THC	1.536
CH_4	1.536
CO	.877
O_3	.512

It should also be noted that NO is measured as NO_2. No regulations presently exist for NO, and it can be oxidized to NO_2 quite readily so it is more meaningful to report the NO_2 equivalent of the NO. In addition, it permits simple subtraction of NO from NO_x to obtain NO_2. It also should be noted that total hydrocarbons are measured as the equivalent methane value.

Table IV displays the quarterly statistics for each monitoring station. All averages are arithmetic except for suspended particulates which are geometric means. The maximum average for various averaging times is also shown. The averaging times are selected to provide comparison to ambient air standards. It should also be pointed out that the maximum 1-hour SO_2 concentration is actually a thirty-minute average. The 24-hour particulate "average" is actually one sample taken from midnight to midnight, and the 3-hour hydrocarbon average covers only 6:00 to 9:00 a.m. For averaging times less than or equal to three hours, the sliding average is stepped one five-minute sample at a time. For longer averaging times the step size is twelve samples or one hour. For averaging times less than or equal to one hour, 100 percent of the five-minute samples must be present to compute an average. Averaging times greater than one hour require 90 percent. Whether or not a sliding average is computed is solely determined by the number of samples present in that averaging time.

Table V demonstrates the distribution of particulate concentration. For each site, the number of recorded samples occurring in each of fourteen classes is displayed. In addition, the geometric mean of particulate samples at each site is shown.

Table VI presents daily averages for all of the baseline gases that are monitored, and for total suspended particulates. The averages are grouped by month and individual location. A blank entry in this table indicates that less than 50 percent of the five-minute samples were recorded for that particular day. (Note: Particulate samples are 24-hour samples.) All concentrations are in micrograms per cubic meter.

To demonstrate the functional dependence of recorded parameters upon wind direction, Table VII shows pollutant concentration displayed in a bi-variate distribution with wind direction. The tables display the total number of five-minute samples occurring in each concentration and wind speed class. The mean concentration for all samples occurring in each wind class are also shown. This distribution demonstrates the dependence of high pollutant concentrations upon wind direction.

Table VIII, which depicts the stability wind roses for September, October, and November, and the quarter covering those three months, was generated by means of the STAR Program. An inspection of the stability wind roses reveals that of the six stability classes, "A", "B", "C", "D", "E", and "F", "D" and "F" stabilities were rather common during the period, while "A" stability occurred only rarely in the vicinity of the Tract C-b. The STAR Program incorporates meteorological techniques and methodologies developed by Dr. F. Pasquill and D. Bruce Turner to produce a bi-variate frequency distribution of six wind speed classes and sixteen wind direction sectors as a function of six separate stability classes.

The wind speed classes in this Pasquill formulation correspond to the first six wind speed (or force) categories of the commonly used Beaufort Wind Scale, which was devised by Admiral Beaufort of the British Navy in the early nineteenth century. The wind speed classes in these tables are constructed using knots (1.16 miles per hour) as the unit of measurement. The sixteen wind direction classifications are referenced to true north, with each direction representing a 22½ degree sector of the full 360 degree circle.

The wind direction and wind speed measurements used in this stability wind rose distribution were obtained from the 100-foot measurement level of the meteorological tower (Trailer 023) on the Tract C-b. The tower wind data was used in preference to wind data from the valley stations or other meteorological sources because that area of the plateau was deemed to experience wind flows which were most applicable to the points of interest in pollutant modelling; terrain factors were also of less importance in the wind speeds and directions experienced at this location, so that synoptic-scale meteorological features exerted a larger influence on the flow. The 100-foot level wind data was used because the wind instruments at this level had more "up" time over the quarter under consideration here. The wind data at the 100-foot level may differ slightly from that at the 30-foot level or the 200-foot level (mainly because of the variability of wind direction with height during periods of light and variable winds and the general increase of wind speed with height which accompanies gradient winds that exceed 7 or 8 knots), but the differences will not affect the stability wind roses appreciably. Therefore, the wind data used here should be considered to be highly representative of the plateau region.

The radiation data which made up the other half of the data input to the STAR Program was obtained from cloud cover and ceiling data from the Grand Junction, Colorado, National Weather Service Office. The inputs which combine to determine the radiation index using STAR Program methods are: (1) cloud cover in tenths, (2) cloud height above the ground if a ceiling exists, and (3) solar elevation (or time of day for nighttime applications). The cloud data from Grand Junction was used because it was deemed to be the most representative data available in the area of the Tract C-b (approximately 60 miles to the south-southwest). Moreover,

since the majority of the cloudiness in this area during the quarter was of the middle and/or high varieties, which are normally uniform in their coverage characteristics and heights over a region while at the same time extending over a large area (a synoptic-scale feature) during their occurrence, the use of Grand Junction cloud data is deemed to be meteorologically sound. Periods of clear skies should also be uniform in spatial and temporal extent in the Grand Junction - Tract C-b expanse. Some slight variances in cloud coverage amounts could have occurred during periods of local storms, low cloudiness, or terrain-induced cloudiness and fog. However, there was probably only a minimal number of such occurrences, so that the stability wind roses are applicable to the Tract C-b region.

This method of radiation index determination (use of cloud cover data from Grand Junction) was chosen over the pyranometer data recorded on-site because the pyranometer data was not available for the entire quarter. Radian recommends the use of pyranometer data for daytime hours, and the change in temperature versus height (lapse rate from met tower) for nighttime to determine the radiation index. This method will be used in future reports.

BEAUFORT WIND SCALE FOR OBSERVATIONS AT LAND STATIONS

Force	Explanatory Title	Specification for Use	Corresponding Limits of Wind Speed at 10 meters ab. grd.				
			Mi/hr.	Knots	Km/hr.	M/sec.	Ft/sec.
0	Calm	Smoke rises vertically	<1	<1	<1	0.3	1
1	Light air	Direction of wind shown by smoke drift, but not by wind vanes	1-3	1-3	1-5	0.3-1.5	1-5
2	Light breeze	Wind felt on face; leaves rustle; ordinary vane moved by wind	4-7	4-6	6-11	1.6-3.3	6-11
3	Gentle breeze	Leaves and small twigs in constant motion; wind extends light flag	8-12	7-10	12-19	3.4-5.4	12-18
4	Moderate breeze	Raises dust and loose paper; small branches are moved	13-18	11-16	20-28	5.5-7.9	19-26
5	Fresh breeze	Small trees in leaf begin to sway; wavelets formed on inland waters	19-24	17-21	29-38	8.0-10.7	27-35
6	Strong breeze	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty	25-31	22-27	39-49	10.8-13.8	36-45
7	High wind	Whole trees in motion; inconvenience felt when walking against wind	32-38	28-33	50-61	13.9-17.1	46-56
8	Fresh gale	Breaks twigs off trees; generally impedes progress	39-46	34-40	62-74	17.2-20.7	57-68
9	Strong gale	Slight structural damage occurs (chimney pots and slates removed)	47-54	41-47	75-88	20.8-24.4	69-80
10	Whole gale	Seldom experienced inland; trees uprooted; considerable structural damage occurs	55-63	48-55	89-102	24.5-28.4	81-93
11	Storm	Very rarely experienced; accompanied by widespread damage	64-72	56-63	103-117	28.5-32.6	94-106
12	Hurricane	.....	73-82	64-71	118-133	32.7-36.9	107-121
13	.....	.....	83-92	72-80	134-149	37.0-41.4	122-136
14	.....	.....	93-102	81-89	150-166	41.5-46.1	137-151
15	.....	.....	103-114	90-99	167-183	46.2-50.9	152-166
16	.....	.....	115-125	100-108	184-201	51.0-56.0	167-183
17	.....	.....	126-136	109-118	202-220	56.1-61.2	184-201

Source: Table 36 (p. 119) in R. J. List (1951); Smithsonian Meteorological Tables; Smithsonian Miscell. Coll. Vol. 114.

Table IX demonstrates the diurnal variation of various recorded parameters. Hourly averages are determined by arithmetically averaging five-minute samples, except for wind direction averages which are computed vectorially assuming unit vector magnitudes. Totals in the diurnal wind direction tables are vector averages of the columns and rows. For all parameters, a blank entry in the diurnal variation table indicates that less than half (i.e., less than 6) of the five-minute samples for that hour are present.

Times given in the data presentation are Mountain Daylight Saving Time until toward the end of the month of October when the computer clocks were manually reset to Mountain Standard Time. When the computer clocks were set back one hour, one hour's worth of data was overwritten.

To facilitate comparison of recorded concentrations to ambient air quality standards, the following regulations are presented.

FEDERAL AND COLORADO STANDARDS

	Primary	Secondary	Non-Designated Area	Designated Area 1973	1976	1980
Particulate						
Annual G. M.	75 µg/m³	60 µg/m³	45 µg/m³	70 µg/m³	55 µg/m³	45 µg/m³
24 Hr. Max.*	260	150	150	200	180	150
Sulfur Oxides						
Annual	80(.03ppm)		--	60(.02ppm)	25(.009ppm)	10(.004ppm)
24 Hr. Max.*	365(.14ppm)		15(.005ppm)	300(.1ppm)	150(.05ppm)	55(.02ppm)
3 Hr. Max.*	--	1300(.5ppm)	--	--	--	--
1 Hr. Max.**	--	--	--	800(.28ppm)	300(.1ppm)	--
Oxidant						
1 Hr. Max.*	160(.08ppm)	160				
8 Hr. Max.*	--	--				
Annual	--	--				
Hydrocarbons						
3 Hr. Max.* 6-9 a.m.	160(.24ppm)	160				
Carbon Monoxide						
mg/m³						
Max. 8 Hrs.*	10000(9ppm)	10000				
Max. 1 Hr.*	40000(35ppm)	40000				
Nitrogen Dioxide						
Annual	100(.05ppm)	100				

Units are micrograms per cubic meter and ppm in parenthesis.
*Not to be exceeded more than once per year.
**Not to be exceeded more than once per month.

TABLE IV. QUARTERLY SUMMARY (SEPTEMBER '74 - NOVEMBER '74)
(Concentrations in micrograms per cubic meter)

TRAILER NO. 20

Recorded Parameter	Average	Maximum 24-hr. Concentration		Maximum 8-hr. Concentration		Maximum 3-hr. Concentration		Maximum 1-hr. Concentration		Maximum 5-min. Concentration	
		Value	Time	Value	Time*	Value	Time*	Value	Time*	Value	Time*
SO_2	3.8	103.6	9/14 (16:00)			146.0	9/14 (16:05)	226.3[2]	9/18 (4:35)	264.4	9/14 (17:00)
H_2S	0.5							10.1	11/9 (20:00)	47.1	9/13 (15:30)
Particulates	8.2[1]	133	11/29								
Total Hydro-carbons	899.					1847.5	10/7 (6:00)			2995.0	10/15 (12:50)
CH_4	826.1					1712.5	9/7 (6:00)			2995.0	10/15 (12:50)
Non-CH_4 Hydrocarbons	73.4					197.6	11/25 (6:00)			1950.4	10/25 (18:10)
O_3	47.4							139.4	9/30 (5:25)	574.6	9/30 (6:05)
NO_x	7.0							103.3	9/30 (15:55)	672.7	9/30 (16:05)
NO	1.7							44.3	11/10 (5:50)	74.9	10/6 (12:55)
CO	833.8			2023.0	10/4 (18:55)			4483.8	10/7 (5:50)	5661.8	10/17 (17:45)
NO_2	5.0							102.2	9/30 (15:55)	672.7	9/30 (16:05)

1 - Geometric Mean, 2 - 30-Minute Averaging Time, *Start of interval of occurrence.

TABLE IV. QUARTERLY SUMMARY (SEPTEMBER '74 - NOVEMBER '74)
(Concentrations in micrograms per cubic meter)

TRAILER NO. 21

Recorded Parameter	Average	Maximum 24-hr. Concentration		Maximum 8-hr. Concentration		Maximum 3-hr. Concentration		Maximum 1-hr. Concentration		Maximum 5-min. Concentration	
		Value	Time	Value	Time*	Value	Time*	Value	Time*	Value	Time*
SO_2	3.0	136	9/10 (22:00)			233/1	9/11 (12:30)	269.6[2]	10/7 (13:00)	742.1	9/11 (4:25)
H_2S	2.6							130.9	10/28 (20:00)	317.1	9/30 (17:30)
Particulates	9.3[1]	71.0	11/21								
Total Hydrocarbons											
CH_4											
Non-CH_4 Hydrocarbons											
O_3											
NO_x											
NO											
CO											

1 - Geometric Mean, 2 - 30-Minute Averaging Time, *Start of time interval of occurrence.

II C-787

TABLE IV. QUARTERLY SUMMARY (SEPTEMBER '74 - NOVEMBER '74)
(Concentrations in micrograms per cubic meter)

TRAILER NO. 22

Recorded Parameter	Average	Maximum 24-hr. Concentration		Maximum 8-hr. Concentration		Maximum 3-hr. Concentration		Maximum 1-hr. Concentration		Maximum 5-min. Concentration	
		Value	Time	Value	Time*	Value	Time*	Value	Time*	Value	Time*
SO_2	6.0	113.5	9/29 (20:00)			254.6	9/30 (2:55)	707.9[2]	9/15 (0:10)	1726.4	9/15 (0:35)
H_2S	0.6							14.1	10/1 (3:30)	1125.4	9/25 (17:30)
Particulates	11.3[1]	154.0	11/28								
Total Hydrocarbons											
CH_4											
Non-CH_4 Hydrocarbons											
O_3											
NO_x											
NO											
CO											

1 - Geometric Mean, 2 - 30-Minute Averaging Time, *Start of time interval of occurrence.

TABLE IV. QUARTERLY SUMMARY (SEPTEMBER '74 - NOVEMBER '74)
(Concentrations in micrograms per cubic meter)

TRAILER NO. 23

Recorded Parameter	Average	Maximum 24-hr. Concentration		Maximum 8-hr. Concentration		Maximum 3-hr. Concentration		Maximum 1-hr. Concentration		Maximum 5-min. Concentration	
		Value	Time	Value	Time*	Value	Time*	Value	Time*	Value	Time*
SO_2	1.75	17.2	10/11 (3:00)			39.9	10/15 (15:20)	52.5[2]	10/21 (16:55)	205.8	10/21 (17:25)
H_2S	0.0							121.5	10/26 (13:15)	161.9	10/6 (18:10)
Particulates	10.5[1]	26.0	11/27								
Total Hydrocarbons	1064.6					18330.8	10/1 (6:00)			40376.3	11/21 (16:53)
CH_4	149.7					13989.8	10/1 (6:00)			21338.9	10/7 (0:05)
Non-CH_4 Hydrocarbons	933.0					17151.9	11/23 (6:00)			39816.2	11/22 (6:45)
O_3	--							104.5	10/2 (17:10)	216.9	10/2 (7:00)
NO_x	6.7							181.2	9/29 (8:50)	270.5	9/29 (9:20)
NO	4.4							124.5	10/1 (1:05)	432.4	9/28 (14:40)
CO	3703.6			14098.2	11/14 (14:55)			14563.1	11/14 (15:25)	36521.3	10/14 (6:05)
NO_2	4.6							178.2	9/29 (8:50)	234.7	9/29 (9:20)

1 - Geometric Mean, 2 - 30-Minute Averaging Time, *Start of time interval of occurrence.

II C-7897

TABLE IV. QUARTERLY SUMMARY (SEPTEMBER '74 - NOVEMBER '74)
(Concentrations in micrograms per cubic meter)

TRAILER NO. 24

Recorded Parameter	Average	Maximum 24-hr. Concentration		Maximum 8-hr. Concentration		Maximum 3-hr. Concentration		Maximum 1-hr. Concentration		Maximum 5-min. Concentration	
		Value	Time	Value	Time*	Value	Time*	Value	Time*	Value	Time*
SO_2	0.2	12.5	10/23 (2:00)			14.4	10/23 (5:15)	14.8[2]	10/23 (3:50)	15.6	10/23 (2:05)
H_2S	0.0							8.3	11/5 (15:55)	12.5	11/5 (16:20)
Particulates	23.7[1]	178.0	11/27								
Total Hydrocarbons											
CH_4											
Non-CH_4 Hydrocarbons											
O_3											
NO_x											
NO											
CO											

1 - Geometric Mean, 2 - 30-Minute Averaging Time, *Start of time interval of occurrence.

TABLE V

SEPTEMBER 1974 - NOVEMBER 1974
C-b SHALE OIL MONITORING PROJECT

SITE	020	021	022	023	024
CONCENTRATION $\mu g/m^3$					
>260					
240-260					
220-240					
200-220					
180-200					
160-180					2
140-160			1		0
120-140	1		0		0
100-120	0		0		0
80-100	0		0		0
60- 80	0	1	0		0
40- 60	0	0	0		0
20- 40	0	3	1	4	0
<20	11	14	5	5	2
TOTAL	12	18	7	9	4
GEOMETRIC MEAN	8.2	9.3	11.3	10.5	23.7

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

NITROGEN OXIDES (NO_x)

SITE	020	021	022	023	024
9/1					
9/2					
9/3					
9/4					
9/5					
9/6					
9/7					
9/8					
9/9					
9/10	0.0				
9/11	0.0				
9/12	0.0				
9/13	4.8				
9/14	0.0				
9/15	0.0				
9/16	2.1				
9/17	5.4				
9/18	8.8			0.0	
9/19	9.1				
9/20					
9/21	11.1				
9/22					
9/23					
9/24	11.1				
9/25	11.9				
9/26	12.3				
9/27	11.3				
9/28	10.8				
9/29	8.5			104.1	
9/30	10.7			83.5	

SITE	020	021	022	023	024
10/1	10.9			43.7	
10/2	9.6			16.1	
10/3	11.6				
10/4	38.0				
10/5					
10/6	17.3				
10/7	4.5			4.7	
10/8	5.3				
10/9	8.9				
10/10	15.9				
10/11	17.5				
10/12	18.2				
10/13	18.3				
10/14	17.4				
10/15	13.5				
10/16	7.1				
10/17	7.1				
10/18	3.5				
10/19	11.7			7.1	
11/20	5.1			6.8	
10/21	2.4			7.3	
10/22				7.1	
10/23	0.0			8.0	
10/24	0.0			2.1	
10/25	0.0				
10/26	0.0			0.0	
10/27	0.0			0.0	
10/28	2.7				
10/29	7.8			12.4	
10/30	2.6			0.0	
10/31	3.6			0.0	

SITE	020	021	022	023	024
11/1	7.4			0.3	
11/2	1.0			0.4	
11/3	0.6			0.0	
11/4	1.4			0.0	
11/5	4.2			0.5	
11/6	5.5			0.9	
11/7	1.5			0.0	
11/8	2.3			0.0	
11/9	6.4			0.0	
11/10	28.3			15.0	
11/11	15.4			10.7	
11/12	0.0			23.0	
11/13	0.1			3.5	
11/14	0.0			4.6	
11/15	2.3			2.8	
11/16	0.0			0.6	
11/17	0.2			1.0	
11/18	0.2			2.7	
11/19					
11/20	4.6			1.8	
11/21	1.2			1.8	
11/22	2.8			2.9	
11/23	3.8			5.8	
11/24	3.9			5.7	
11/25	3.4			6.5	
11/26	12.4			10.4	
11/27	12.0			15.9	
11/28	5.0			31.6	
11/29	7.3			30.1	
11/30	6.8			25.4	

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

NITRIC OXIDE (NO)

SITE	020	021	022	023	024
9/1					
9/2					
9/3					
9/4					
9/5					
9/6					
9/7					
9/8	0.0				
9/9					
9/10	0.0				
9/11	0.0				
9/12	0.0				
9/13	4.1				
9/14	0.0				
9/15	0.0				
9/16	0.8				
9/17	2.4				
9/18	2.7			0.0	
9/19	1.0				
9/20					
9/21	1.1				
9/22					
9/23					
9/24	1.1				
9/25	1.2				
9/26	1.2			3.0	
9/27	0.8			0.2	
9/28	1.5			11.7	
9/29	1.4			17.1	
9/30	1.1			71.2	

	020	021	022	023	024
10/1	0.5			37.3	
10/2	0.6			15.8	
10/3	9.4				
10/4	6.6				
10/5					
10/6	14.5				
10/7	2.0			2.5	
10/8	0.9				
10/9	0.7				
10/10	0.5				
10/11	1.0				
10/12	2.1				
10/13	2.4				
10/14	1.9				
10/15	0.5				
10/16	0.0				
10/17	0.0				
10/18	0.0				
10/19	11.0			2.6	
11/20	2.0			2.0	
10/21	1.8			2.9	
10/22				3.7	
10/23	0.0			0.8	
10/24	0.0			0.0	
10/25	0.0				
10/26	0.0			0.0	
10/27	0.0			0.0	
10/28	0.3				
10/29	2.4			0.0	
10/30	0.5			0.0	
10/31	1.4				

	020	021	022	023	024
11/1	5.3			0.2	
11/2	0.2			0.4	
11/3	0.2			0.0	
11/4	0.3			0.0	
11/5	0.4			0.0	
11/6	2.3			0.0	
11/7	0.0			0.0	
11/8	0.0			0.0	
11/9	0.0			0.0	
11/10	26.0			15.0	
11/11	11.9			10.7	
11/12	0.0			22.9	
11/13	0.0			3.2	
11/14	0.0			2.0	
11/15	0.0			1.7	
11/16	0.0			0.6	
11/17	0.0			1.0	
11/18	0.0			0.7	
11/19					
11/20	0.0			0.4	
11/21	0.0			0.3	
11/22	0.5			0.9	
11/23	1.9			2.7	
11/24	2.0			1.8	
11/25	1.5			7.8	
11/26	3.7			6.7	
11/27	0.3			5.8	
11/28	0.0			20.1	
11/29	0.3			19.8	
11/30	0.0			14.8	

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

NITROGEN DIOXIDE (NO_2)

SITE	020	021	022	023	024
9/1					
9/2					
9/3					
9/4					
9/5					
9/6					
9/7					
9/8					
9/9					
9/10	0.0				
9/11	0.0				
9/12	0.0				
9/13	0.6				
9/14	0.0				
9/15	0.0				
9/16	1.3				
9/17	3.0				
9/18	6.1				0.0
9/19	8.1				
9/20					
9/21	10.0				
9/22					
9/23					
9/24	10.0				
9/25	10.7				
9/26	11.1				
9/27	10.5				
9/28	9.3				
9/29	7.1				87.0
9/30	9.7				12.3

SITE	020	021	022	023	024
10/1	10.4			6.4	
10/2	9.0			0.3	
10/3	2.2				
10/4	31.5				
10/5					
10/6	2.9				
10/7	2.5			2.2	
10/8	4.4				
10/9	8.2				
10/10	15.4				
10/11	16.5				
10/12	16.1				
10/13	15.9				
10/14	15.5				
10/15	12.9				
10/16	7.1				
10/17	7.1				
10/18	3.5				
10/19	0.7			4.5	
11/20	3.1			4.8	
10/21	0.5			4.4	
10/22				3.4	
10/23	0.0			7.2	
10/24	0.0			2.1	
10/25	0.0				
10/26	0.0			0.0	
10/27	0.0			0.0	
10/28	2.4				
10/29	5.4			9.0	
10/30	2.1			0.0	
10/31	2.2			0.0	

SITE	020	021	022	023	024
11/1	2.1			0.1	
11/2	0.7			0.0	
11/3	0.4			0.0	
11/4	0.6			0.0	
11/5	4.0			0.5	
11/6	3.2			0.9	
11/7	1.5			0.0	
11/8	2.3			0.0	
11/9	6.4			0.0	
11/10	2.3			0.0	
11/11	3.5			0.0	
11/12	0.0			0.1	
11/13	0.1			0.2	
11/14	0.0			2.7	
11/15	2.3			1.1	
11/16	0.0			0.0	
11/17	0.2			0.0	
11/18	0.2			2.0	
11/19					
11/20	4.6			1.5	
11/21	1.2			1.5	
11/22	2.3			1.9	
11/23	1.9			3.1	
11/24	1.9			3.9	
11/25	1.8			3.7	
11/26	8.6			3.7	
11/27	11.7			10.2	
11/28	5.0			11.4	
11/29	7.0			10.2	
11/30	6.8			10.6	

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

SULFUR DIOXIDE (SO_2)

SITE	020	021	022	023	024		020	021	022	023	024		020	021	022	023	024
9/1	0.0	0.3	0.0			10/1	0.0	0.0	3.0	4.4		11/1	0.2	3.8	0.0	0.0	1.0
9/2	0.0	0.2	0.0			10/2	0.0	0.0	0.8	8.6		11/2	0.0	0.1	0.0	0.0	
9/3	0.0	0.2	0.0			10/3	0.1	0.1	0.0			11/3	0.0	0.0	0.0	0.0	
9/4	0.0	0.0	0.0			10/4		0.0	0.0			11/4	0.0	0.0	4.6	0.0	
9/5	0.0	0.0				10/5		0.0		10.0		11/5	0.0		7.6	0.0	0.0
9/6	0.0	0.0				10/6	56.2	0.4				11/6	0.0	0.0	8.5	0.0	0.0
9/7	0.0	0.0				10/7	18.9	16.5		8.2		11/7	0.0	0.0	7.5	0.0	0.0
9/8	0.0	0.4				10/8	5.8	0.0		0.0		11/8	0.0	0.0	7.5	0.0	0.0
9/9	0.0	0.5				10/9	7.5	0.1		0.0		11/9	0.0		7.7	0.0	0.0
9/10	0.0	36.3				10/10	0.0	0.0		0.0		11/10		0.0	6.7		0.0
9/11	0.0	142.5				10/11	0.0	0.0		15.0		11/11	0.0	0.0	6.3		0.0
9/12	0.0	0.0				10/12	0.0	0.0		4.2		11/12	0.0	0.0	7.5		0.0
9/13	4.4	0.0				10/13	0.0	0.0		2.2		11/13	0.0	0.0	5.7		0.0
9/14	42.5	0.0	35.6			10/14	0.0	0.0		0.9		11/14	0.0	0.0	3.4		0.0
9/15	90.3	0.0	55.2			10/15	0.9	0.2		15.3		11/15	0.0	0.0	0.9	0.0	0.0
9/16	51.0	0.6				10/16	0.0	0.0				11/16	0.0	0.0	0.7	0.0	0.1
9/17	58.2	0.0	24.9			10/17	0.0	1.9				11/17	0.0	0.0	0.6	0.0	0.0
9/18	5.7	0.0	6.4	1.7		10/18	1.2					11/18	0.0	0.0	0.6	0.0	
9/19	0.1	0.0	0.0			10/19	0.0	0.0				11/19		0.1	0.1	0.0	0.0
9/20		0.0	0.0			11/20	0.0	3.2				11/20	0.0	0.0	0.0	0.0	0.0
9/21	0.2	0.0	0.0			10/21	0.5	1.5		1.1		11/21	0.0	0.0	0.0	0.0	0.0
9/22		0.0	0.0			10/22	0.0	0.1		0.0		11/22	0.0	0.0	0.0	0.0	0.0
9/23		0.0	0.0			10/23	0.0	1.4		0.0	12.3	11/23	0.0	0.0	0.0	0.0	0.0
9/24	0.1	0.0	0.0			10/24	0.0	0.0		0.0	9.3	11/24	0.0	0.1	0.0	0.0	0.0
9/25	0.1	0.0	0.0			10/25	0.0	0.1				11/25	0.0	0.0	0.0	0.0	0.0
9/26	0.1	0.0	0.0	11.6		10/26	0.0	0.0		0.0		11/26	0.0	18.0	0.0	0.0	
9/27	0.1		0.0	6.8		10/27	0.0	0.4		0.1		11/27	0.0	7.0	0.0	0.0	0.0
9/28	0.0		0.0	10.2		10/28	0.1					11/28	0.0	4.1	0.0	0.0	0.0
9/29	0.1		0.0	6.6		10/29	0.0	26.5		0.0		11/29	0.0		0.0	0.0	1.5
9/30	0.0	0.6	110.1	4.1		10/30	0.0	0.2		0.0	0.2	11/30	0.0	0.0	0.0	0.0	3.2
						10/31	0.0	0.0		0.0							

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

TOTAL HYDROCARBONS

SITE	020	021	022	023	024		020	021	022	023	024		020	021	022	023	024
9/1						10/1	499.3			18565.3		11/1					
9/2						10/2				17103.7		11/2					
9/3						10/3						11/3				11555.1	
9/4						10/4						11/4				11465.3	
9/5						10/5						11/5					
9/6						10/6						11/6					
9/7						10/7						11/7	937.9			9194.7	
9/8						10/8						11/8	917.3			9608.1	
9/9						10/9						11/9	920.0			9414.3	
9/10						10/10						11/10					
9/11						10/11				7249.6		11/11				14587.6	
9/12						10/12						11/12					
9/13	644.0					10/13						11/13					
9/14						10/14						11/14					
9/15						10/15						11/15	930.4				
9/16						10/16	820.5					11/16	902.5			10259.4	
9/17						10/17	828.1					11/17	868.5			9330.5	
9/18	386.7					10/18	812.6					11/18	858.4				
9/19						10/19						11/19					
9/20						11/20						11/20	888.5			8455.7	
9/21	414.2					10/21						11/21	863.1			10825.3	
9/22						10/22	840.8					11/22	866.5			16865.6	
9/23						10/23	812.0					11/23	916.8			18666.2	
9/24	427.4					10/24	873.5					11/24	988.8			17121.0	
9/25	420.8					10/25	896.4					11/25	1005.8				
9/26	416.6					10/26						11/26	1022.6			8301.5	
9/27	428.8					10/27						11/27	940.4			6476.7	
9/28	421.4					10/28						11/28	891.3			7682.8	
9/29					2269.2	10/29	875.8					11/29	764.0			7528.9	
9/30					2331.2	10/30	854.6					11/30	637.9			6839.3	
						10/31	821.0										

TABLE VI. DAILY AVERAGE CONCENTRATION (µg/m³)

SEPTEMBER 1974 - NOVEMBER 1974

METHANE (CH_4)

SITE	020	021	022	023	024
9/1	1330.5				
9/2	1445.7				
9/3	1342.3				
9/4	1447.9				
9/5	1423.9				
9/6	1447.2				
9/7	1569.1				
9/8	1404.8				
9/9					
9/10	858.2				
9/11					
9/12					
9/13					
9/14					
9/15					
9/16					
9/17					
9/18					
9/19					
9/20					
9/21					
9/22					
9/23					
9/24					
9/25					
9/26			1710.9		
9/27			1732.7		
9/28			1828.6		
9/29			1786.2		
9/30			1842.3		

SITE	020	021	022	023	024
10/1	605.3			13873.3	
10/2				13182.6	
10/3					
10/4					
10/5					
10/6					
10/7				5044.3	
10/8					
10/9					
10/10					
10/11					
10/12					
10/13					
10/14					
10/15					
10/16					
10/17					
10/18					
10/19					
10/20				797.3	
10/21				10578.0	
10/22					
10/23	819.3			876.5	
10/24					
10/25					
10/26					
10/27					
10/28					
10/29	793.1				
10/30					
10/31					

SITE	020	021	022	023	024
11/1					
11/2					
11/3				850.8	
11/4				861.0	
11/5					
11/6					
11/7	808.6			953.5	
11/8	841.4			944.1	
11/9	869.6			963.1	
11/10					
11/11				14534.2	
11/12					
11/13					
11/14					
11/15	876.9				
11/16	857.6			831.5	
11/17	824.8			844.9	
11/18	810.5				
11/19					
11/20	857.9			842.6	
11/21	843.0			798.7	
11/22	840.0			684.1	
11/23	865.4			724.9	
11/24	800.0			711.1	
11/25	828.7				
11/26	867.1			532.8	
11/27	851.2			862.5	
11/28	837.8			923.7	
11/29	748.5				
11/30	637.9			879.1	

TABLE VI. DAILY AVERAGE CONCENTRATION (µg/m³)

SEPTEMBER 1974 - NOVEMBER 1974

NON-METHANE HYDROCARBONS

SITE	020	021	022	023	024
9/1					
9/2					
9/3					
9/4					
9/5					
9/6					
9/7					
9/8					
9/9					
9/10					
9/11					
9/12					
9/13					
9/14					
9/15					
9/16					
9/17					
9/18					
9/19					
9/20					
9/21					
9/22					
9/23					
9/24					
9/25					
9/26					
9/27					
9/28					
9/29				487.2	
9/30				489.0	

	020	021	022	023	024
10/1	0.3			4692.2	
10/2				3921.1	
10/3					
10/4					
10/5					
10/6					
10/7					
10/8					
10/9					
10/10					
10/11					
10/12					
10/13					
10/14					
10/15					
10/16					
10/17					
10/18					
10/19					
10/20					
10/21					
10/22					
10/23					
10/24	60.5				
10/25					
10/26					
10/27					
10/28					
10/29	80.7				
10/30					
10/31					

	020	021	022	023	024
11/1	..				
11/2					
11/3				10704.2	
11/4				10604.3	
11/5					
11/6					
11/7	129.3			8241.2	
11/8	75.9			8663.9	
11/9	62.3			8451.2	
11/10					
11/11				53.4	
11/12					
11/13					
11/14					
11/15	54.0				
11/16	44.9			9427.9	
11/17	43.6			8485.7	
11/18	47.9				
11/19					
11/20	30.6			7613.1	
11/21	20.1			10026.6	
11/22	26.5			16181.4	
11/23	51.5			17941.3	
11/24	188.8			16409.2	
11/25	177.1				
11/26	155.5			7768.7	
11/27	89.2			5614.2	
11/28	53.5			6759.1	
11/29	16.1				
11/30	0.0			5960.2	

TABLE VI. DAILY AVERAGE CONCENTRATION ($\mu g/m^3$)

SEPTEMBER 1974 - NOVEMBER 1974

PARTICULATE

SITE	020	021	022	023	024		020	021	022	023	024		020	021	022	023	024
9/1						10/1						11/1		9.0		7.0	
9/2						10/2						11/2					
9/3						10/3						11/3					
9/4						10/4						11/4					
9/5						10/5						11/5					
9/6						10/6						11/6					
9/7						10/7						11/7					
9/8						10/8						11/8					
9/9						10/9						11/9					
9/10						10/10	5.0					11/10					
9/11						10/11		5.0				11/11					
9/12						10/12						11/12					
9/13						10/13						11/13					
9/14						10/14						11/14					
9/15						10/15	10.0	11.0				11/15					
9/16						10/16		15.0		11.0		11/16					
9/17						10/17	9.0			16.0		11/17					
9/18						10/18		20.0		21.0		11/18					
9/19						10/19	13.0	20.0		36.0		11/19					
9/20						11/20	17.0	18.0				11/20					
9/21						10/21						11/21		71.0			
9/22						10/22						11/22		27.0			
9/23						10/23	3.0	3.0		7.0		11/23	7.0	7.0			
9/24						10/24		5.0				11/24		6.0	5.0		
9/25						10/25	2.0					11/25		11.0	4.0		11.0
9/26						10/26	14.0					11/26	6.0		10.0		
9/27						10/27						11/27		12.0	17.0	26.0	178.0
9/28						10/28		13.0				11/28			154.0		
9/29						10/29	2.0	3.0		1.0		11/29	133.0		22.0	21.0	162.0
9/30						10/30		4.0		3.0		11/30					
						10/31		2.0	2.0		1.0						

TABLE VI. DAILY AVERAGE CONCENTRATION (µg/m³)

SEPTEMBER 1974 - NOVEMBER 1974

CARBON MONOXIDE (CO)

SITE	020	021	022	023	024
9/1					
9/2					
9/3					
9/4					
9/5	240.1				
9/6	222.4				
9/7	240.8				
9/8	324.9				
9/9	376.6				
9/10					
9/11	1399.0				
9/12	1466.6				
9/13	1578.4				
9/14	1473.4				
9/15	1423.1				
9/16	1417.3				
9/17	1083.9				
9/18	1376.3				
9/19	1376.2				
9/20					
9/21	1435.9				
9/22					
9/23					
9/24	1426.0				
9/25	1322.4				
9/26	1265.3			1623.7	
9/27	1297.7			1637.5	
9/28	1275.3			1713.4	
9/29				1598.8	
9/30				1543.7	

SITE	020	021	022	023	024
10/1	1408.4			9094.1	
10/2	1435.7			6845.1	
10/3	1714.3				
10/4	1809.1				
10/5	1976.1				
10/6	1928.8				
10/7					
10/8					
10/9					
10/10					
10/11					
10/12					
10/13					
10/14					
10/15					
10/16	548.6				
10/17	551.9				
10/18	548.8				
10/19				1323.0	
10/20				1888.0	
10/21					
10/22				1328.4	
10/23					
10/24				1702.4	
10/25	664.4				
10/26	742.8			1119.4	
10/27	753.7			1079.9	
10/28	748.5				
10/29	740.8			1171.3	
10/30				1119.0	
10/31	766.4			1161.5	

SITE	020	021	022	023	024
11/1					
11/2					
11/3					
11/4					
11/5					
11/6	962.7				
11/7	938.7				
11/8	962.3				
11/9	909.1				
11/10					
11/11					
11/12					
11/13					
11/14					
11/15	447.2				
11/16	359.1				
11/17	344.5				
11/18	380.1				
11/19					
11/20					2810.4
11/21	453.9				2696.8
11/22	456.5				2532.4
11/23	461.3				2860.0
11/24	443.4				2743.7
11/25	470.4				1481.9
11/26	507.3				2036.0
11/27	497.8				2906.4
11/28	478.6				3064.8
11/29	433.9				3127.4
11/30	379.5				3091.9

TABLE VI. DAILY AVERAGE CONCENTRATION (µg/m³)

SEPTEMBER 1974 - NOVEMBER 1974

OZONE (O_3)

SITE	020	021	022	023	024
9/1	12.9				
9/2	2.3				
9/3	9.1				
9/4	7.3				
9/5	7.0				
9/6	3.3				
9/7	2.2				
9/8	9.8				
9/9	36.9				
9/10	74.8				
9/11	59.8				
9/12	32.8				
9/13	42.6				
9/14	53.5				
9/15	47.2				
9/16	43.3				
9/17	46.6				
9/18	45.9			0.0	
9/19	54.3				
9/20					
9/21	55.8				
9/22					
9/23					
9/24	63.6				
9/25	65.4				
9/26	67.9			48.2	
9/27	71.3			50.5	
9/28	64.2			62.4	
9/29	63.4			71.0	
9/30	65.9			67.1	

	020	021	022	023	024
10/1	83.2			82.1	
10/2	83.7			89.4	
10/3	22.0				
10/4	6.5				
10/5	31.6				
10/6	39.1				
10/7	33.6				
10/8	30.3				
10/9	42.1				
10/10	65.7				
10/11	57.6				
10/12	36.6				
10/13	48.3				
10/14	56.8				
10/15	68.3				
10/16	67.1				
10/17	64.2				
10/18	55.9				
10/19	33.0				
10/20	18.0			26.3	
10/21	14.1				
10/22	10.1				
10/23	30.5				
10/24	27.6				
10/25	29.7				
10/26	47.5				
10/27	57.5				
10/28	54.4				
10/29	59.3				
10/30	22.0				
10/31	36.5				

	020	021	022	023	024
11/1	52.0				
11/2	65.9			14.2	
11/3	51.1			10.0	
11/4				17.2	
11/5					
11/6	50.0				
11/7	57.6			33.1	
11/8	58.2			32.8	
11/9	44.4			25.5	
11/10	22.4				
11/11	38.8				
11/12	67.8				
11/13	52.8				
11/14	56.9				
11/15	46.6			25.3	
11/16	50.1			27.5	
11/17	60.5			36.8	
11/18	66.2			54.6	
11/19					
11/20	36.2			42.5	
11/21	66.6			43.9	
11/22	68.3			38.2	
11/23	64.2			33.9	
11/24	62.8			36.0	
11/25	67.5				
11/26	66.5				
11/27	75.7				
11/28	77.3				
11/29	69.9				
11/30	71.5				
11/31					

TABLE VI. DAILY AVERAGE CONCENTRATION (µg/m³)
SEPTEMBER 1974 - NOVEMBER 1974
HYDROGEN SULFIDE (H_2S)

SITE	020	021	022	023	024
9/1	0.0		0.0		
9/2	0.0		0.0		
9/3	0.0		0.3		
9/4	0.0		1.6		
9/5	0.0				
9/6	0.0				
9/7	0.0				
9/8	0.0				
9/9	0.0				
9/10	0.0				
9/11	0.0	93.3			
9/12	0.0	0.0			
9/13	0.9	0.0			
9/14	8.1	0.0	0.9		
9/15	15.7	0.0	1.6		
9/16	7.8	0.0			
9/17	9.7	0.0	4.7		
9/18	0.0	0.0	3.8	0.0	
9/19	0.0	0.0	0.0		
9/20		0.0	0.0		
9/21	0.1	0.0	0.0		
9/22		0.0	0.0		
9/23		0.0	0.0		
9/24	0.0	0.0	0.0		
9/25	0.0	0.0	4.9		
9/26	0.0	0.0	0.0	0.0	
9/27	0.0		0.0	0.0	
9/28	0.0		0.0	0.5	
9/29	0.0		0.0	0.3	
9/30	0.0	15.5	0.0	0.2	

	020	021	022	023	024
10/1	0.0	0.0	0.9	0.1	
10/2	0.0	0.0	0.0	0.5	
10/3		0.0	0.0		
10/4	0.0	0.0	0.0		
10/5	0.0	0.0			
10/6	0.0	0.0			
10/7	0.0	0.0			
10/8	0.0	0.0		0.0	
10/9	0.0	0.6		0.0	
10/10	0.0	1.3		0.0	
10/11	0.0	0.3			
10/12	0.0	0.6			
10/13	0.0	1.9			
10/14	0.0	1.2			
10/15	0.0	0.0			
10/16	0.0	0.0			
10/17	0.0	0.0			
10/18	0.2				
10/19	0.0	0.4			
10/20	0.0	1.4			
10/21	0.1	0.0			0.0
10/22	0.0	0.3			
10/23	0.0	0.0	0.0		0.0
10/24	0.0	0.0	0.3		0.0
10/25	0.0	0.0	1.2		
10/26	0.0	0.0	1.3		
10/27	0.0	0.0	1.6		
10/28	0.0		2.1		
10/29	0.0	0.1	1.7		
10/30	0.0	0.0	1.6		0.0
10/31	0.0	0.0	1.5		0.0

	020	021	022	023	024
11/1	0.0		1.6	0.0	0.0
11/2	0.0	0.0	1.3	0.0	
11/3	0.0		1.4	0.0	
11/4	0.0	0.0	0.5	0.0	
11/5	0.0		0.0	0.1	0.3
11/6	0.0	0.8	0.0	0.0	0.0
11/7	0.0	0.3	0.0	0.0	0.0
11/8	0.0	0.0	0.0	0.0	0.0
11/9	1.5	0.0	0.0	0.0	0.0
11/10		0.4	0.0	0.2	0.0
11/11	0.0	1.0	0.0	0.0	0.0
11/12	0.0	2.3	0.0	0.1	0.0
11/13	0.0	0.4	0.0		0.0
11/14	0.0	0.0	0.0		0.0
11/15	0.0	0.0	0.0	0.0	0.0
11/16	0.0	0.0	0.0	0.0	0.0
11/17	0.0	0.1	0.0	0.0	0.0
11/18	0.0	12.3	0.2	0.0	
11/19		0.2	0.0	0.0	0.0
11/20	0.0	16.3	0.0	0.0	0.0
11/21	0.0		0.0	0.0	0.0
11/22	0.0		0.0	0.0	0.0
11/23	0.0		0.0	0.0	0.0
11/24	0.0	0.0	0.0	0.0	0.0
11/25	0.0	0.0	0.0	0.0	0.0
11/26	0.0	0.0	0.1	0.0	0.0
11/27	0.0	0.0	0.0	0.0	0.0
11/28	0.0	0.0	0.0	0.0	0.0
11/29	0.0		0.0	0.0	0.0
11/30	0.0	0.0	0.7	0.0	0.0

TABLE VII

FUNCTIONAL DEPENDENCE OF RECORDED PARAMETERS ON WIND DIRECTION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITROGEN OXIDES(NOX) C-B SHALE OIL PROJECT

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 600																	
550 - 600																	
500 - 550																	
450 - 500																	
400 - 450																	
350 - 400																	
300 - 350																	
250 - 300																	
200 - 250																	
150 - 200																	
100 - 150																	
50 - 100				1	1	10	3	2	1		2		5	9			34
LT 50	193	336	191	274	2435	4881	4253	811	614	557	427	574	1460	1823	1220	842	20891
TOTAL	193	336	191	275	2436	4891	4256	813	615	557	429	574	1465	1832	1220	842	20925
MEAN	3.	5.	6.	6.	6.	6.	5.	5.	3.	5.	5.	3.	4.	5.	5.	4.	5.

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITROGEN OXIDES(NOX) — C-B SHALE OIL PROJECT

TRAILER NO. = 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	600																	
550 -	600																	
500 -	550																	
450 -	500																	
400 -	450																	
350 -	400																	
300 -	350									1	1							2
250 -	300							1	1	0	0		1					3
200 -	250					1	1	2	2	0	0	1	0					7
150 -	200	3	5	3	6	3	0	2	1	3	2	3	5		1		6	43
100 -	150	5	11	17	39	37	17	33	33	31	11	30	23	6	3	13	7	316
50 -	100	8	10	9	8	7	13	15	20	10	7	34	6	19	30	25	58	279
LT	50	65	106	108	187	236	264	334	321	373	730	1103	300	178	166	223	367	5061
TOTAL		81	132	137	240	284	295	387	378	418	751	1171	335	203	200	261	438	5711
MEAN		25.	27.	28.	31.	25.	16.	20.	20.	16.	7.	11.	18.	16.	20.	20.	21.	17.

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITRIC OXIDE(NO) C-B SHALE OIL PROJECT

TRAILER NO. = 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M***3 GT LT	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
550 - 600																	
500 - 550																	
450 - 500																	
400 - 450																	
350 - 400																	
300 - 350																	
250 - 300																	
200 - 250																	
150 - 200																	
100 - 150																	
50 - 100						2	2		1		1		4	3			13
LT 50	190	316	191	276	2430	4908	4245	835	620	574	439	582	1450	1842	1253	839	20990
TOTAL	190	316	191	276	2430	4910	4247	835	621	574	440	582	1454	1845	1253	839	21003
MEAN	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	1.	1.

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITRIC OXIDE(NO) C-B SHALE OIL PROJECT

TRAILER NO, - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	600																	
550 -	600																	
500 -	550	1																1
450 -	500	0																0
400 -	450	0																0
350 -	400	0									2							2
300 -	350	0									0							0
250 -	300	0									1							1
200 -	250	0									1							1
150 -	200	0								1	3							4
100 -	150	2	1	4	6	6	7	18	19	19	11	25	10	3	1	2	3	137
50 -	100	5	5	8	22	18	15	18	28	25	16	43	21	11	20	10	24	289
LT	50	95	158	143	238	302	346	380	332	385	765	1340	389	212	205	302	520	6112
TOTAL		103	164	155	266	326	368	416	379	430	799	1408	420	226	226	314	547	6547
MEAN		14,	6,	11,	12,	9,	7,	10,	13,	11,	8,	7,	9,	9,	13,	9,	9,	9,

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITROGEN DIOXIDE(NO2) C-B SHALE OIL PROJECT

TRAILER NO, - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION																
		N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	600																	
550 -	600																	
500 -	550																	
450 -	500																	
400 -	450																	
350 -	400																	
300 -	350																	
250 -	300																	
200 -	250																	
150 -	200																	
100 -	150																	
50 -	100							5	1	2			1		1	4		14
LT	50	191	311	191	274	2429	4863	4239	808	613	555	427	569	1434	1808	1216	839	20772
TOTAL		191	311	191	274	2429	4873	4240	810	613	555	428	569	1435	1812	1216	839	20786
MEAN		2.	4.	5.	4.	5.	5.	4.	4.	2.	3.	3.	2.	3.	4.	4.	3.	4.

808-C 11

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NITROGEN DIOXIDE(NO2) — C-B SHALE OIL PROJECT

TRAILER NO. = 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 600																	
550 - 600																	
500 - 550																	
450 - 500																	
400 - 450																	
350 - 400																	
300 - 350																	
250 - 300							1	1	1	1		1					5
200 - 250					1	1	2	2	0	0	1	0					7
150 - 200	3	5	3	6	3	0	2	1	0	0	0	1		1		6	31
100 - 150	3	10	9	17	19	7	7	1	1	0	0	2	1	1	11	3	92
50 - 100	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	3	8
LT 50	75	115	126	218	262	286	376	375	419	747	1168	333	202	197	245	424	5568
TOTAL	81	132	138	242	286	295	368	380	421	748	1169	337	203	199	256	436	5711
MEAN	14.	20.	16.	18.	15.	8.	9.	7.	5.	3.	4.	7.	6.	6.	10.	10.	8.

608-C 11

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

SULFUR DIXOIDE(SO2) C-B SHALE OIL PROJECT

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION																
		N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	700																	
650 -	700																	
600 -	650																	
550 -	600																	
500 -	550																	
450 -	500																	
400 -	450																	
350 -	400																	
300 -	350						1	1	4	1				1	1		1	10
250 -	300			1	1	4	5	1	2	2		1		1	1	1	0	20
200 -	250		1	0	0	1	10	15	2	0		0		1	0	1	0	31
150 -	200	1	2	4	3	8	31	43	15	3	1	1	2	15	22	15	8	174
100 -	150	0	0	0	0	0	10	16	4	0	0	0	2	0	2	0	0	34
50 -	100	0	0	1	0	5	26	31	8	0	0	0	4	11	15	5	2	108
LT	50	215	378	225	290	2411	5212	4581	984	618	544	411	565	1417	2178	1562	967	22558
TOTAL		216	381	231	294	2430	5295	4691	1016	623	545	413	573	1446	2219	1584	978	22935
MEAN		1.	2.	5.	3.	2.	3.	4.	6.	2.	1.	1.	2.	3.	3.	3.	2.	3.

018-D II

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

SULFUR DIXOIDE(SO2) — C-B SHALE OIL PROJECT

TRAILER NO, = 21 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION: N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	700						1											1
650 -	700						0											0
600 -	650						0									2		2
550 -	600					1	1	0								0		2
500 -	550					0	0	0							1	0		1
450 -	500					1	2	0							0	1		4
400 -	450					1	0	0							1	0	3	5
350 -	400					0	1	0						1	0	2	3	7
300 -	350					2	1	1	1			1	1	0	0	1	11	20
250 -	300			2		1	1	3	4			0	1	2	0	9	24	3 50
200 -	250			1		2	7	3	0			0	0	4	3	8	11	5 49
150 -	200			0	2	4	6	7	3		1	0	1	0	1	7	6	2 40
100 -	150			0	1	2	14	7	4		0	0	0	0	3	8	3	3 45
50 -	100	3	1	0	5	5	2	4	5	0	0	1	2	1	5	5	4	43
LT	50	247	294	178	347	1579	3318	3334	2333	1118	470	391	380	588	1451	1532	2319	19879
TOTAL		250	298	181	356	1617	3347	3350	2338	1119	471	395	389	597	1492	1601	2337	20148
MEAN		2.	4.	3.	12.	5.	3.	2.	1.	1.	2.	3.	5.	3.	6.	12.	2.	3.

II C-811

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

SULFUR DIXOIDE(SO2) C-B SHALE OIL PROJECT

TRAILER NO. - 22 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION																
		N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	700																	
650 -	700					1							1	1				3
600 -	650					0							0	1				1
550 -	600				1	1							0	0				2
500 -	550				0	3							0	0				3
450 -	500				0	0		1					1	0				2
400 -	450				1	2	2	0					0	0				5
350 -	400				0	6	3	0					0	0				9
300 -	350				2	37	0	0				1	1	7	5		1	54
250 -	300				1	34	0	0				0	0	3	3		0	41
200 -	250				0	6	0	0				0	0	0	2		0	8
150 -	200				0	5	2	0	1			0	0	0	1	1	0	10
100 -	150		1		2	2	1	1	1	1	0	0	0	1	0		0	10
50 -	100		0		0	9	0	0	1	0	0	0	0	2	0		0	12
LT	50	127	253	543	1200	3635	3542	637	250	129	155	285	971	1877	668	225	270	14767
TOTAL		127	254	543	1207	3741	3550	639	253	130	156	286	983	1893	669	225	271	14927
MEAN		3.	3.	2.	4.	10.	3.	3.	4.	3.	3.	2.	5.	3.	1.	2.	2.	5.

EIS-C II

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

SULFUR DIXOIDE(SO2) C-B SHALE OIL PROJECT

TRAILER NO. = 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION																
		N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	700																	
650 -	700																	
600 -	650																	
550 -	600																	
500 -	550																	
450 -	500																	
400 -	450																	
350 -	400																	
300 -	350																	
250 -	300																	
200 -	250																	
150 -	200																	
100 -	150			1			2											3
50 -	100	1		0			1					6	3	1				12
LT	50	118	189	193	282	360	449	504	489	579	1127	1608	481	245	289	430	821	8164
TOTAL		119	190	193	282	363	449	504	489	579	1133	1611	482	245	289	430	821	8179
MEAN		3.	3.	2.	2.	4.	3.	2.	2.	2.	2.	3.	4.	2.	2.	2.	1.	2.

SRS-D II

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

SULFUR DIXOIDE(SO2) C-B SHALE OIL PROJECT

TRAILER NO. - 24 PERIOD(9/ 1/74 TO 11/30/74)

WIND DIRECTION

CONCENTRATION UG/M**3	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 700																	
650 - 700																	
600 - 650																	
550 - 600																	
500 - 550																	
450 - 500																	
400 - 450																	
350 - 400																	
300 - 350																	
250 - 300																	
200 - 250																	
150 - 200																	
100 - 150																	
50 - 100																	
LT 50	24	60	256	1092	1255	591	277	721	627	385	233	250	374	306	117	46	6614
TOTAL	24	60	256	1092	1255	591	277	721	627	385	233	250	374	306	117	46	6614
MEAN	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	-10.	0.	0.	0.	0.	0.	-0.

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

HYDROGEN SULFIDE(H2S) C-B SHALE OIL PROJECT

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	140																	
130 -	140																	
120 -	130																	
110 -	120																	
100 -	110																	
90 -	100																	
80 -	90																	
70 -	80																	
60 -	70																	
50 -	60							1								1		2
40 -	50					2	10	19	2	2			1		1	0		37
30 -	40		1	2		4	11	11	7	1	1	1	1		1	1	3	45
20 -	30		3	4	1	8	24	48	10	1	0	0	1	2	6	3	1	112
10 -	20	1	5	4	4	14	25	55	25	3	4	3	4	24	40	21	9	241
LT	10	226	384	237	245	2432	5319	4637	960	596	551	425	595	1570	2295	1616	991	23079
TOTAL		227	393	247	250	2460	5389	4771	1004	603	556	429	602	1596	2343	1642	1004	23516
MEAN		0.	0.	1.	0.	0.	0.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.

11 C-SIS

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

HYDROGEN SULFIDE(H2S) C-B SHALE OIL PROJECT

TRAILER NO. - 21 PERIOD(9/ 1/74 TO 11/30/74)

WIND DIRECTION

CONCENTRATION UG/M**3	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 140 :	1		2	5	16	13	1	2			2	5	10	30	39	8	134
130 - 140 :	0		0	1	3	2	0	0			1	0	1	3	5	0	16
120 - 130 :	1		0	0	0	1	0	0			0	0	0	5	6	0	13
110 - 120 :	0		0	0	0	0	0	0			0	1	0	1	4	0	6
100 - 110 :	0		0	0	1	0	2	0		1	0	0	1	1	1	0	7
90 - 100 :	0		0	0	0	0	3	1		0	0	1	0	0	0	0	5
80 - 90 :	0		0	0	0	2	3	0	1	0	1	0	0	3	1	0	11
70 - 80 :	0		0	0	0	3	2	3	1	1	0	0	0	1	0	0	11
60 - 70 :	0		0	0	0	7	3	3	2	2	1	0	0	0	0	0	18
50 - 60 :	0		0	0	1	11	9	4	0	0	0	1	1	1	0	0	28
40 - 50 :	0		0	0	0	19	5	10	2	2	0	0	1	0	2	3	44
30 - 40 :	0		0	0	2	22	13	13	6	3	0	0	1	1	0	0	61
20 - 30 :	0		0	0	1	22	14	11	6	2	2	2	1	1	0	1	63
10 - 20 :	0	2	0	1	3	6	24	8	6	3	0	1	0	4	0	2	60
LT 10 :	227	276	175	327	1381	2952	2875	2039	948	400	329	322	498	1260	1253	1901	17163
TOTAL :	229	278	177	334	1408	3060	2954	2094	972	414	336	333	514	1311	1311	1915	17640
MEAN	1.	0.	2.	3.	2.	2.	1.	1.	1.	2.	2.	5.	6.	5.	7.	1.	2.

11 C-816

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

HYDROGEN SULFIDE(H2S) C-B SHALE OIL PROJECT

TRAILER NO. - 22 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION																
		N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	140					1		1										2
130 -	140					0		0										0
120 -	130					0		0										0
110 -	120					0		0										0
100 -	110					0		0										0
90 -	100					0		0										0
80 -	90					0		0										0
70 -	80					0		0										0
60 -	70					0		0										0
50 -	60					0		0										0
40 -	50					0		0										0
30 -	40					1		0										1
20 -	30					4		0										4
10 -	20	1		1	5	18	3	2			1	3	3	4				41
LT	10	138	280	584	1329	4091	4242	764	306	154	173	314	1043	2161	863	265	299	17006
TOTAL		139	280	585	1334	4115	4245	767	306	154	174	317	1046	2165	863	265	299	17054
MEAN		1.	1.	0.	0.	1.	0.	2.	0.	1.	1.	1.	1.	1.	1.	1.	1.	1.

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

HYDROGEN SULFIDE(H2S) C-B SHALE OIL PROJECT

TRAILER NO, - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	140																	
130 -	140																	
120 -	130																	
110 -	120																	
100 -	110																	
90 -	100																	
80 -	90																	
70 -	80																	
60 -	70																	
50 -	60																	
40 -	50																	
30 -	40		1									1			1			3
20 -	30		0								4	0			0			4
10 -	20		0		2		1				1	0			0		1	5
LT	10	91	155	160	462	1236	1832	404	381	466	960	1362	394	223	232	320	617	9295
TOTAL		91	156	160	464	1236	1832	405	381	466	960	1367	395	223	232	321	618	9307
MEAN		0.	0.	0.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

SIS-2 11

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

HYDROGEN SULFIDE(H2S) — C-B SHALE OIL PROJECT

TRAILER NO. - 24 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 140																	
130 - 140																	
120 - 130																	
110 - 120																	
100 - 110																	
90 - 100																	
80 - 90																	
70 - 80																	
60 - 70																	
50 - 60																	
40 - 50																	
30 - 40																	
20 - 30																	
10 - 20													12	5			17
LT 10	29	64	266	1115	1265	602	286	725	637	449	275	279	402	333	121	47	6893
TOTAL	29	64	266	1115	1265	602	286	725	637	449	275	279	414	338	121	47	6912
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

GISD 11

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

TOTAL HYDROCARBONS — C-B SHALE OIL PROJECT

TRAILER NO. = 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 6000																	
5400 - 6000																	
4800 - 5400																	
4200 - 4800																	
3600 - 4200																	
3000 - 3600	2	3	1										1		7		14
2400 - 3000	0	0	0			1	2	1						2	1	0	7
1800 - 2400	0	0	1		3	26	10	1					2	2	1	0	46
1200 - 1800	0	0	0		6	20	7	2			1	1	0	1	1	1	40
600 - 1200	25	61	27	42	605	1302	1287	143	193	150	101	201	396	320	237	161	5251
LT 600	33	76	41	46	408	1215	1027	228	90	121	78	107	218	312	332	237	4569
TOTAL	60	140	70	88	1022	2564	2333	375	283	271	180	309	616	638	572	406	9927
MEAN	570,	539,	550,	535,	604,	579,	591,	502,	606,	551,	564,	591,	581,	545,	497,	530,	572,

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

TOTAL HYDROCARBONS — C-B SHALE OIL PROJECT

TRAILER NO. - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 30000	18	29	31	51	55	33	54	73	91	137	155	52	22	34	40	77	952
27000 - 30000	0	6	4	14	7	6	4	2	8	2	8	7	3	1	2	2	76
24000 - 27000	1	3	4	18	14	11	21	21	11	2	24	5	0	0	3	4	142
21000 - 24000	0	1	5	10	13	6	6	9	9	4	17	1	0	2	1	0	84
18000 - 21000	6	8	14	18	10	29	35	38	28	39	66	9	9	22	21	9	361
15000 - 18000	4	9	20	15	19	22	24	19	25	59	87	13	22	23	26	48	435
12000 - 15000	0	4	6	3	6	2	3	6	3	17	26	1	8	2	2	12	101
9000 - 12000	1	2	2	3	5	1	4	10	16	31	31	10	8	4	2	13	143
6000 - 9000	1	5	4	7	6	7	7	8	7	12	47	8	8	10	10	11	158
3000 - 6000	5	13	9	28	25	24	20	27	43	58	76	15	19	29	30	54	475
LT 3000	14	28	21	38	78	101	189	117	178	230	385	45	33	39	54	128	1678
TOTAL	50	108	120	205	238	242	367	330	419	591	922	166	132	166	191	358	4605
MEAN/100	36.	34.	40.	38.	29.	23.	21.	27.	24.	32.	25.	46.	21.	28.	33.	28.	28.

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

METHANE(CH4) — C-B SHALE OIL PROJECT

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M***3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 6000																	
5400 - 6000																	
4800 - 5400																	
4200 - 4800																	
3600 - 4200																	
3000 - 3600	2	10	6	2	11	33	34	19	3	1	1	5	6	44	25	26	228
2400 - 3000	0	8	4	4	18	66	76	24	2	2	2	4	7	41	47	17	322
1800 - 2400	4	7	11	2	7	73	59	19	1	4	4	3	15	54	35	15	313
1200 - 1800	5	5	4	4	11	41	50	19	0	1	1	6	16	48	40	24	275
600 - 1200	21	44	31	32	479	999	1179	152	178	139	95	163	270	265	207	136	4390
LT 600	11	27	23	21	273	573	624	96	77	64	45	75	140	196	147	74	2466
TOTAL	43	101	79	65	799	1785	2022	329	261	211	148	256	454	648	501	292	7994
MEAN/100	9.	11.	11.	9.	7.	8.	8.	10.	6.	6.	7.	7.	7.	10.	11.	11.	8.

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

METHANE(CH4) C-B SHALE OIL PROJECT

TRAILER NO, - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 30000	6	12	19	28	25	18	21	24	26	80	93	34	8	13	24	36	467
27000 - 30000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24000 - 27000	8	5	5	17	17	9	22	21	9	6	33	17	4	4	3	10	190
21000 - 24000	13	25	20	34	36	54	31	18	24	30	111	40	13	21	26	50	546
18000 - 21000	9	16	11	17	25	28	22	10	15	26	110	42	19	18	40	76	490
15000 - 18000	0	0	0	0	1	2	0	2	1	1	1	1	0	2	1	1	13
12000 - 15000	1	1	0	1	0	1	0	0	0	1	3	1	0	0	0	1	10
9000 - 12000	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3
6000 - 9000	9	10	2	30	28	15	31	13	9	43	243	69	25	15	4	14	560
3000 - 6000	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	5
LT 3000	19	56	69	112	137	150	249	237	317	454	583	96	108	131	132	228	3088
TOTAL	65	128	126	239	270	286	376	326	401	641	1184	300	177	204	230	420	5373
MEAN/100	24.	21.	27.	23.	20.	17.	13.	15.	12.	20.	17.	24.	12.	14.	20.	19.	18.

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NON-METHANE HYDROCARBONS — C-B SHALE OIL PROJECT

TRAILER NO. = 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 6000																	
5400 - 6000																	
4800 - 5400																	
4200 - 4800																	
3600 - 4200																	
3000 - 3600																	
2400 - 3000																	
1800 - 2400																	
1200 - 1800					1							2			2		5
600 - 1200	1				1	2	2				1		1		2		10
LT 600	23	66	33	48	743	1376	1619	178	258	173	124	235	385	338	261	189	6049
TOTAL	24	66	33	48	744	1379	1621	178	258	173	125	235	388	338	261	193	6064
MEAN	71.	22.	35.	52.	55.	51.	58.	47.	44.	48.	57.	43.	48.	46.	32.	54.	51.

CORRECTION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

NON-METHANE HYDROCARBONS — C-B SHALE OIL PROJECT

TRAILER NO. - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 30000	6	15	13	26	23	10	16	30	42	68	65	27	7	13	22	37	420
27000 - 30000	0	1	1	8	4	3	3	5	19	23	10	3	1	0	0	0	81
24000 - 27000	0	0	1	0	0	0	2	1	3	4	0	1	0	0	0	0	12
21000 - 24000	0	0	0	0	0	0	1	0	0	2	1	1	0	1	0	0	6
18000 - 21000	3	4	12	16	8	24	29	31	19	38	38	5	5	11	16	6	265
15000 - 18000	3	9	18	15	15	12	13	20	19	29	51	16	22	34	26	38	340
12000 - 15000	1	5	8	5	6	12	16	13	13	45	45	4	8	5	6	23	215
9000 - 12000	6	9	8	11	20	6	9	21	19	39	65	17	14	14	12	31	301
6000 - 9000	6	8	7	13	10	9	9	7	12	14	44	10	14	12	8	14	197
3000 - 6000	2	13	11	33	26	27	28	34	37	50	92	18	18	30	30	36	485
LT 3000	11	31	30	72	110	111	200	145	188	219	363	51	32	32	48	113	1756
TOTAL	38	95	109	199	222	214	326	307	371	531	774	153	121	152	168	298	4078
MEAN/100	15,	15,	15,	13,	10,	8,	7,	10,	11,	13,	10,	17,	11,	14,	15,	12,	11,

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NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

CARBON MONOXIDE(CO) C-B SHALE OIL PROJECT

TRAILER NO, = 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3	WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 2000 :		1	3	5	21	72	28	8	1			1	8	13	5	4	170
1800 - 2000 :	6	5	10	17	35	127	97	16	1	5	4	5	43	38	43	12	464
1600 - 1800 :	38	50	39	23	136	586	512	140	58	43	33	25	87	327	254	141	2492
1400 - 1600 :	17	46	27	25	160	291	216	84	42	81	37	27	57	144	129	117	1500
1200 - 1400 :	1	1	6	4	23	26	30	10	2	1	1	6	18	48	26	26	227
1000 - 1200 :	0	0	0	1	4	6	10	4	2	1	2	7	9	3	3	0	52
800 - 1000 :	2	5	3	3	69	162	183	31	52	31	14	17	25	39	6	6	648
600 - 800 :	11	13	3	10	74	142	136	16	23	22	36	31	143	114	37	32	843
400 - 600 :	13	35	17	12	390	738	812	75	86	62	40	78	228	190	161	120	3057
200 - 400 :	9	13	16	16	137	295	256	73	34	33	31	62	66	170	99	37	1347
LT 200 :	48	76	41	50	325	824	768	230	75	68	64	149	191	527	418	177	4031
TOTAL :	145	245	165	166	1374	3269	3048	687	376	347	262	408	873	1613	1181	672	14831
MEAN	839.	837.	955.	909.	724.	816.	743.	785.	758.	827.	721.	503.	711.	754.	764.	866.	768.

CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

CARBON MONOXIDE(CO) C-B SHALE OIL PROJECT

TRAILER NO. - 23 PERIOD(9/ 1/74 TO 11/30/74)

WIND DIRECTION

CONCENTRATION UG/M**3	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT 2000 :	44	86	92	172	192	207	282	247	325	621	804	189	130	107	157	301	3956
1800 - 2000 :	1	1	3	4	5	13	7	4	3	18	45	10	4	4	6	34	162
1600 - 1800 :	2	4	3	6	9	16	4	1	1	9	34	14	8	7	4	19	141
1400 - 1600 :	3	6	4	10	15	21	10	13	5	18	38	19	10	8	5	16	201
1200 - 1400 :	9	9	8	18	28	23	31	16	14	28	137	40	11	9	13	13	407
1000 - 1200 :	5	5	5	6	10	13	9	11	8	29	77	41	7	6	4	7	243
800 - 1000 :	2	8	3	5	6	4	3	4	5	4	12	9	1	3	4	9	82
600 - 800 :	1	1	4	1	7	5	3	4	4	0	6	4	1	1	5	5	52
400 - 600 :	0	0	0	5	3	1	4	2	2	1	5	6	0	2	2	5	38
200 - 400 :	0	1	1	3	2	3	3	2	1	2	7	2	1	4	1	1	34
LT 200 :	0	33	16	48	49	48	66	49	33	32	183	32	16	65	33	33	736
TOTAL :	67	154	139	278	326	354	422	353	401	762	1348	366	189	216	234	443	6052
MEAN/100	36.	32.	42.	36.	32.	30.	30.	34.	38.	49.	28.	28.	25.	22.	28.	30.	33.

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CORPORATION

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

OZONE(03) — C-B SHALE OIL PROJECT

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION: N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	160		1			3									2	1	1	8
150 -	160		0			0									0	0	0	0
140 -	150		0			0									0	0	0	0
130 -	140	1	0			0				1					0	0	0	2
120 -	130	2	5			3		2		1	4	8	17	17	16	23	12	110
110 -	120	9	17	14	8	19	6	4	4	25	41	28	37	50	69	73	61	465
100 -	110	19	17	13	9	39	38	35	23	39	74	40	36	121	205	160	123	991
90 -	100	18	35	18	11	38	51	67	53	106	75	52	66	170	239	155	158	1312
80 -	90	36	61	40	28	99	110	146	87	92	76	68	115	167	219	188	122	1654
70 -	80	20	36	15	46	173	282	265	86	32	19	19	35	167	200	69	34	1498
60 -	70	24	26	12	19	213	457	544	79	27	15	8	29	195	125	63	47	1883
50 -	60	8	23	16	12	318	677	633	58	41	24	14	12	51	67	48	24	2026
LT	50	56	110	104	160	1772	4389	3488	673	216	182	158	173	390	995	755	293	13914
TOTAL		193	331	232	293	2677	6010	5184	1063	580	510	395	520	1328	2137	1535	875	23863
MEAN		64.	60.	50.	40.	33.	26.	30.	35.	61.	67.	63.	67.	65.	53.	52.	65.	40.

NUMBER OF FIVE MINUTE SAMPLES BY WIND DIRECTION AND LEVEL

OZONE(03) — C-B SHALE OIL PROJECT

TRAILER NO. - 23 PERIOD(9/ 1/74 TO 11/30/74)

CONCENTRATION UG/M**3		WIND DIRECTION N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	W	WNW	NW	NNW	TOTAL
GT	160					1				1								2
150 -	160					0	1			0				1				2
140 -	150					0	0			0				0				0
130 -	140					0	0			0			1	0				1
120 -	130					2	0			0		6	0	0				8
110 -	120					0	0			0		0	1	0				1
100 -	110					0	1			0	1	6	0	0		1		9
90 -	100	2	11	14	24	29	16	18	20	13	6	29	19	2	4	5	6	218
80 -	90	12	21	23	54	37	33	49	48	45	56	112	36	11	6	24	27	394
70 -	80	5	6	6	6	13	13	10	6	3	24	50	13	7	19	11	41	233
60 -	70	8	8	7	6	19	39	13	2	15	103	128	52	9	10	30	53	502
50 -	60	10	15	5	6	6	13	10	7	43	108	116	28	17	18	20	44	466
LT	50	53	81	70	124	149	149	219	247	284	426	588	162	74	92	120	154	2992
TOTAL		90	142	125	220	256	265	319	330	404	724	1035	312	121	149	211	325	5028
MEAN		35.	40.	45.	49.	47.	45.	43.	38.	40.	41.	43.	43.	38.	36.	35.	41.	42.

TABLE VIII

STABILITY WIND ROSE DIAGRAMS

WIND DISTRIBUTION BY PASQUILL STABILITY CLASSES (STAR PROGRAM) (6 Classes)
(8 Obs/Day)

Data are presented by stability classes and also combined for the period indicated; first, as a bivariate frequency distribution of wind direction vs. wind speed, and second, as normalized values (i.e., relative frequency). Stability classes used are based on Pasquill's class structure (see Journal of Applied Meteorology, February 1964), as follows:

Pasquill Stability Class	Identified in lower left corner in this tabulation as	Definition
1	A	Extremely Unstable
2	B	Unstable
3	C	Slightly Unstable
4	D	Neutral
5	E	Slightly Stable
6-7	F	Stable to Extremely Stable

Average wind speed in knots, to tenths, for each direction and each speed class. Overall average wind speed is computed by

$$\frac{\text{Sum of wind speed}}{\text{Number of occurrences}}$$

NUMBER OF OCCURRENCES: Number of DIR/SPD observations, plus number of calms (winds are tabulated to 16 points; speeds are in knots.)

RELATIVE FREQUENCY OF OCCURRENCES: $\frac{\text{Number of occurrences/stability class}}{\text{Total number of observations}}$

TOTAL NUMBER OF OBSERVATIONS: Number of observations in each, month, season, annual or period.

TOTAL RELATIVE FREQUENCY OF OBSERVATIONS: $\frac{\text{Total number of observations}}{\text{Total number of observations}} = 1.00000$

This normalized (relative frequency) table is self explanatory, except that the calm values have been distributed in the 0-3 speed category based on the number of observations in speed categories 0-3 and 4-6.

A STABILITY CLASSIFICATION BASED ON HOURLY AIRPORT OBSERVATIONS

The following explanation of the Pasquill Stability classification has been extracted from an article by D. Bruce Turner in the February 1964 Journal of Applied Meteorology.

This system of classifying stability on an hourly basis for research in air pollution is based upon work accomplished by Dr. F. Pasquill of the British Meteorological Office (1961). Stability near the ground is dependent primarily upon net radiation and wind speed. Without the influence of clouds, insolation (incoming radiation) during the day is dependent upon solar altitude, which is a function of time of day and time of year. When clouds exist their cover and thickness decrease incoming and outgoing radiation. In this system insolation is estimated by solar altitude and modified for existing conditions of total cloud cover and cloud ceiling height. At night estimates of outgoing radiation are made by considering cloud cover. This stability classification system has been made completely objective so that an electronic computer can be used to compute stability classes. The stability classes are as follows: 1) Extremely unstable, 2) Unstable, 3) Slightly unstable, 4) Neutral, 5) Slightly stable, 6) Stable, 7) Extremely stable. Table A-1 gives the stability class as a function of wind speed and net radiation. The net radiation index ranges from 4, highest positive net radiation (directed toward the ground), to -2, highest negative net radiation (directed away from the earth). Instability occurs with high positive net radiation and low wind speed, stability with high negative net radiation and light winds, and neutral conditions with cloudy skies or high wind speeds.

The net radiation index used with wind speed to obtain stability class is determined by the following procedure:

1) If the total cloud cover is 10/10 and the ceiling is less than 7000 feet, use net radiation index equal to 0 (whether day or night).

2) For night-time (night is defined as the period from one hour before sunset to one hour after sunrise):
   a) If total cloud cover $\leq$ 4/10, use net radiation index equal to -2.
   b) If total cloud cover $>$ 4/10, use net radiation index equal to -1.

3) For daytime:
   a) Determine the insolation class number as a function of solar altitude from Table A-2.
   b) If total cloud cover $\leq$ 5/10, use the net radiation index in Table A-1 corresponding to the insolation class number.
   c) If cloud cover $>$ 5/10, modify the insolation class number by following these six steps:
      1) Ceiling $<$ 7000 ft, subtract 2.
      2) Ceiling $\geq$ 7000 ft but $<$ 16,000 ft, subtract 1.
      3) Total cloud cover equal 10/10, subtract 1. (This will only apply to ceilings $\geq$ 7000 ft since cases with 10/10 coverage below 7000 ft are considered in item 1 above.)
      4) If insolation class number has not been modified by steps (1), (2), or (3) above, assume modified class number equal to insolation class number.
      5) If modified insolation class number is less than 1, let it equal 1.
      6) Use the net radiation index in Table A-1 corresponding to the modified insolation class number.

Since urban areas do not become as stable in the lower layers as non-urban areas, stability classes 5, 6 and 7 computed using the STAR program may be combined into a single class (5), or classes 6 and 7 may be combined and identified as class 6.

A STABILITY CLASSIFICATION BASED ON HOURLY AIRPORT OBSERVATIONS (CONT'D) (STAR PROGRAM)

TABLE A-1. STABILITY CLASS AS A FUNCTION OF NET RADIATION AND WIND SPEED

WIND SPEED (KNOTS)	NET RADIATION INDEX 4	3	2	1	0	-1	-2
0, 1	1	1	2	3	4	6	7
2, 3	1	2	2	3	4	6	7
4, 5	1	2	3	4	4	5	6
6	2	2	3	4	4	5	6
7	2	2	3	4	4	4	5
8, 9	2	3	3	4	4	4	5
10	3	3	4	4	4	4	5
11	3	3	4	4	4	4	4
≥12	3	4	4	4	4	4	4.

TABLE A-2. INSOLATION AS A FUNCTION OF SOLAR ALTITUDE

SOLAR ALTITUDE (α)	INSOLATION	INSOLATION CLASS NUMBER
$60° < \alpha$	Strong	4
$35° < \alpha \leq 60°$	Moderate	3
$15° < \alpha \leq 35°$	Slight	2
$\alpha \leq 15°$	Weak	1

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	0	0	0	0	0	.0	0
ESE	0	0	0	0	0	0	.0	0
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	0	0	0	0	.0	0
SW	0	0	0	0	0	0	.0	0
WSW	0	0	0	0	0	0	.0	0
W	1	0	0	0	0	0	.0	1
WNW	0	0	0	0	0	0	.0	0
NW	0	0	0	0	0	0	.0	0
NNW	0	0	0	0	0	0	.0	0
AVG	.0	.0	.0	.0	.0	.0	.0	
TOTAL	1	0	0	0	0	0		

NUMBER OF OCCURRENCES OF A STABILITY = 1
NUMBER OF CALMS WITH A STABILITY = 0

ESS-D 11

SEP RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.006173	.000000	.000000	.000000	.000000	.000000	.006173
WNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
TOTAL	.006173	.000000	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF A STABILITY = .006173
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH A STABILITY = .000000

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	1	0	0	0	7.0	1
NNE	0	0	0	0	0	0	.0	0
NE	2	0	1	0	0	0	4.3	3
ENE	0	0	0	0	0	0	.0	0
E	0	0	0	0	0	0	.0	0
ESE	0	0	0	0	0	0	.0	0
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	0	0	0	0	.0	0
SW	0	0	0	0	0	0	.0	0
WSW	0	0	0	0	0	0	.0	0
W	0	0	0	0	0	0	.0	0
WNW	0	3	1	0	0	0	6.0	4
NW	0	0	1	0	0	0	7.0	1
NNW	1	0	3	0	0	0	6.8	4
AVG	3.0	5.7	7.0	.0	.0	.0	5.8	
TOTAL	3	3	7	0	0	0		

NUMBER OF OCCURRENCES OF B STABILITY = 13
NUMBER OF CALMS WITH B STABILITY = 0

11 OCT 83

CORPORATION

SEP RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.006173	.000000	.000000	.000000	.006173
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.012346	.000000	.006173	.000000	.000000	.000000	.018519
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WNW	.000000	.018519	.006173	.000000	.000000	.000000	.024691
NW	.000000	.000000	.006173	.000000	.000000	.000000	.006173
NNW	.006173	.000000	.018519	.000000	.000000	.000000	.024691
TOTAL	.018519	.018519	.043210	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF B STABILITY = .080247
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH B STABILITY = .000000

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	2	0	0	0	8.0	2
NNE	0	2	1	0	0	0	6.3	3
NE	1	0	0	0	0	0	3.0	1
ENE	0	0	1	0	0	0	9.0	1
E	0	0	0	0	0	0	.0	0
ESE	0	0	2	0	0	0	7.5	2
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	1	1	0	0	10.0	2
SW	0	0	1	0	0	0	10.0	1
WSW	0	0	1	0	0	0	10.0	1
W	0	0	1	0	0	0	9.0	1
WNW	0	0	4	1	0	0	8.6	5
NW	0	0	2	1	0	0	9.7	3
NNW	1	1	2	2	0	0	7.8	6
AVG	3.0	5.7	8.4	11.0	.0	.0	8.2	
TOTAL	2	3	18	5	0	0		

NUMBER OF OCCURRENCES OF C STABILITY = 28
NUMBER OF CALMS WITH C STABILITY = 0

CORPORATION

SEP RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.012346	.000000	.000000	.000000	.012346
NNE	.000000	.012346	.006173	.000000	.000000	.000000	.018519
NE	.006173	.000000	.000000	.000000	.000000	.000000	.006173
ENE	.000000	.000000	.006173	.000000	.000000	.000000	.006173
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.012346	.000000	.000000	.000000	.012346
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.006173	.006173	.000000	.000000	.012346
SW	.000000	.000000	.006173	.000000	.000000	.000000	.006173
WSW	.000000	.000000	.006173	.000000	.000000	.000000	.006173
W	.000000	.000000	.006173	.000000	.000000	.000000	.006173
WNW	.000000	.000000	.024691	.006173	.000000	.000000	.030864
NW	.000000	.000000	.012346	.006173	.000000	.000000	.018519
NNW	.006173	.006173	.012346	.012346	.000000	.000000	.037037
TOTAL	.012346	.018519	.111111	.030864	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF C STABILITY = .172840
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH C STABILITY = .000000

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	1	0	0	16,0	1
NNE	0	0	0	0	0	0	,0	0
NE	0	0	0	0	0	0	,0	0
ENE	0	0	0	0	0	0	,0	0
E	0	0	0	0	0	0	,0	0
ESE	0	0	1	0	0	0	8,0	1
SE	0	0	0	0	0	0	,0	0
SSE	0	0	0	0	0	0	,0	0
S	0	0	2	3	0	0	11,2	5
SSW	0	0	2	9	3	0	14,6	14
SW	0	0	0	1	1	0	15,5	2
WSW	0	0	0	1	0	0	12,0	1
W	0	0	1	2	0	0	13,0	3
WNW	0	0	0	1	0	0	12,0	1
NW	0	0	3	0	0	3	16,2	6
NNW	0	0	0	4	4	0	16,1	8
AVG	,0	,0	9,3	14,3	18,8	23,0	14,7	
TOTAL	0	0	9	22	8	3		

NUMBER OF OCCURRENCES OF D STABILITY = 42
NUMBER OF CALMS WITH D STABILITY = 0

11 C-S10-

CORPORATION

SEP RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000000	,000000	,000000	,006173	,000000	,000000	,006173
NNE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
ENE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
E	,000000	,000000	,000000	,000000	,000000	,000000	,000000
ESE	,000000	,000000	,006173	,000000	,000000	,000000	,006173
SE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
SSE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
S	,000000	,000000	,012346	,018519	,000000	,000000	,030864
SSW	,000000	,000000	,012346	,055556	,018519	,000000	,086420
SW	,000000	,000000	,000000	,006173	,006173	,000000	,012346
WSW	,000000	,000000	,000000	,006173	,000000	,000000	,006173
W	,000000	,000000	,006173	,012346	,000000	,000000	,018519
WNW	,000000	,000000	,000000	,006173	,000000	,000000	,006173
NW	,000000	,000000	,018519	,000000	,000000	,018519	,037037
NNW	,000000	,000000	,000000	,024691	,024691	,000000	,049383
TOTAL	,000000	,000000	,055556	,135802	,049383	,018519	

RELATIVE FREQUENCY OF OCCURRENCE OF D STABILITY = ,259259
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH D STABILITY = ,000000

ITS-0 11

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	0	1	0	0	0	7.0	1
ESE	0	1	4	0	0	0	6.8	5
SE	0	1	1	0	0	0	7.0	2
SSE	0	0	1	0	0	0	10.0	1
S	0	0	2	0	0	0	9.0	2
SSW	0	0	3	0	0	0	8.3	3
SW	0	0	1	0	0	0	10.0	1
WSW	0	0	0	0	0	0	.0	0
W	0	0	0	0	0	0	.0	0
WNW	0	0	0	0	0	0	.0	0
NW	0	0	1	0	0	0	9.0	1
NNW	0	0	1	0	0	0	8.0	1
AVG	.0	5.5	8.3	.0	.0	.0	7.9	
TOTAL	0	2	15	0	0	0		

NUMBER OF OCCURRENCES OF E STABILITY = 17
NUMBER OF CALMS WITH E STABILITY = 0

CORPORATION

SEP RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NNE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
ENE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
E	,000000	,000000	,006173	,000000	,000000	,000000	,006173
ESE	,000000	,006173	,024691	,000000	,000000	,000000	,030864
SE	,000000	,006173	,006173	,000000	,000000	,000000	,012346
SSE	,000000	,000000	,006173	,000000	,000000	,000000	,006173
S	,000000	,000000	,012346	,000000	,000000	,000000	,012346
SSW	,000000	,000000	,018519	,000000	,000000	,000000	,018519
SW	,000000	,000000	,006173	,000000	,000000	,000000	,006173
WSW	,000000	,000000	,000000	,000000	,000000	,000000	,000000
W	,000000	,000000	,000000	,000000	,000000	,000000	,000000
WNW	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NW	,000000	,000000	,006173	,000000	,000000	,000000	,006173
NNW	,000000	,000000	,006173	,000000	,000000	,000000	,006173
TOTAL	,000000	,012346	,092593	,000000	,000000	,000000	

RELATIVE FREQUENCY OF OCCURRENCE OF E STABILITY = ,104938
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH E STABILITY = ,000000

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	,0	0
NNE	0	1	0	0	0	0	5,0	1
NE	1	1	0	0	0	0	3,5	2
ENE	1	2	0	0	0	0	4,0	3
E	2	3	0	0	0	0	3,6	5
ESE	4	8	0	0	0	0	4,0	12
SE	3	6	0	0	0	0	4,3	9
SSE	4	2	0	0	0	0	3,3	6
S	3	3	0	0	0	0	3,3	6
SSW	0	2	0	0	0	0	5,0	2
SW	0	1	0	0	0	0	5,0	1
WSW	2	2	0	0	0	0	3,5	4
W	2	0	0	0	0	0	2,5	2
WNW	2	0	0	0	0	0	2,5	2
NW	0	1	0	0	0	0	4,0	1
NNW	1	3	0	0	0	0	4,2	4
AVG	2,6	4,7	,0	,0	,0	,0	3,8	
TOTAL	25	35	0	0	0	0		

NUMBER OF OCCURRENCES OF F STABILITY = 60
NUMBER OF CALMS WITH F STABILITY = 0

SEP RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NNE	,000000	,006173	,000000	,000000	,000000	,000000	,006173
NE	,006173	,006173	,000000	,000000	,000000	,000000	,012346
ENE	,006173	,012346	,000000	,000000	,000000	,000000	,018519
E	,012346	,018519	,000000	,000000	,000000	,000000	,030864
ESE	,024691	,049383	,000000	,000000	,000000	,000000	,074074
SE	,018519	,037037	,000000	,000000	,000000	,000000	,055556
SSE	,024691	,012346	,000000	,000000	,000000	,000000	,037037
S	,018519	,018519	,000000	,000000	,000000	,000000	,037037
SSW	,000000	,012346	,000000	,000000	,000000	,000000	,012346
SW	,000000	,006173	,000000	,000000	,000000	,000000	,006173
WSW	,012346	,012346	,000000	,000000	,000000	,000000	,024691
W	,012346	,000000	,000000	,000000	,000000	,000000	,012346
WNW	,012346	,000000	,000000	,000000	,000000	,000000	,012346
NW	,000000	,006173	,000000	,000000	,000000	,000000	,006173
NNW	,006173	,018519	,000000	,000000	,000000	,000000	,024691
TOTAL	,154321	,216049	,000000	,000000	,000000	,000000	

RELATIVE FREQUENCY OF OCCURRENCE OF F STABILITY = ,370370
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH F STABILITY = ,000000

CORPORATION

PERIOD OF RECORD = SEP FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	3	1	0	0	9.7	4
NNE	0	3	1	0	0	0	6.0	4
NE	4	1	1	0	0	0	3.8	6
ENE	1	2	1	0	0	0	5.2	4
E	2	3	1	0	0	0	4.2	6
ESE	4	9	7	0	0	0	5.2	20
SE	3	7	1	0	0	0	4.8	11
SSE	4	2	1	0	0	0	4.4	7
S	3	3	4	3	0	0	7.2	13
SSW	0	2	6	10	3	0	12.4	21
SW	0	1	2	1	1	0	11.2	5
WSW	2	2	1	1	0	0	6.0	6
W	3	0	2	2	0	0	7.6	7
WNW	2	3	5	2	0	0	7.0	12
NW	0	1	7	1	0	3	12.2	12
NNW	3	4	6	6	4	0	9.8	23
AVG	2.6	4.9	8.3	13.7	18.8	23.0	8.0	
TOTAL	31	43	49	27	8	3		

TOTAL NUMBER OF OBSERVATIONS = 161
TOTAL NUMBER OF CALMS = 0

SEP . RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000000	,000000	,018519	,006173	,000000	,000000	,024691
NNE	,000000	,018519	,006173	,000000	,000000	,000000	,024691
NE	,024691	,006173	,006173	,000000	,000000	,000000	,037037
ENE	,006173	,012346	,006173	,000000	,000000	,000000	,024691
E	,012346	,018519	,006173	,000000	,000000	,000000	,037037
ESE	,024691	,055556	,043210	,000000	,000000	,000000	,123457
SE	,018519	,043210	,006173	,000000	,000000	,000000	,067901
SSE	,024691	,012346	,006173	,000000	,000000	,000000	,043210
S	,018519	,018519	,024691	,018519	,000000	,000000	,080247
SSW	,000000	,012346	,037037	,061728	,018519	,000000	,129630
SW	,000000	,006173	,012346	,006173	,006173	,000000	,030864
WSW	,012346	,012346	,006173	,006173	,000000	,000000	,037037
W	,018519	,000000	,012346	,012346	,000000	,000000	,043210
WNW	,012346	,018519	,030864	,012346	,000000	,000000	,074074
NW	,000000	,006173	,043210	,006173	,000000	,018519	,074074
NNW	,018519	,024691	,037037	,037037	,024691	,000000	,141975
TOTAL	,191358	,265432	,302469	,166667	,049383	,018519	

TOTAL RELATIVE FREQUENCY OF OBSERVATIONS = ,993827
TOTAL RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE = ,000000

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	1	0	0	0	0	0	1.0	1
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	0	0	0	0	0	.0	0
ESE	0	0	0	0	0	0	.0	0
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	0	0	0	0	.0	0
SW	0	0	0	0	0	0	.0	0
WSW	0	0	0	0	0	0	.0	0
W	0	0	0	0	0	0	.0	0
WNW	0	0	0	0	0	0	.0	0
NW	0	0	0	0	0	0	.0	0
NNW	1	0	0	0	0	0	1.0	1
AVG	1.0	.0	.0	.0	.0	.0	1.0	
TOTAL	2	0	0	0	0	0		

NUMBER OF OCCURRENCES OF A STABILITY = 2
NUMBER OF CALMS WITH A STABILITY = 0

SIS-D 11

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.001558	.000000	.000000	.000000	.000000	.000000	.001558
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNW	.001558	.000000	.000000	.000000	.000000	.000000	.001558
TOTAL	.003115	.000000	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF A STABILITY = .003115
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH A STABILITY = .000000

11 C-S19

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	5	1	0	0	0	0	2,3	6
NNE	1	0	0	0	0	0	3,0	1
NE	2	0	0	0	0	0	1,0	2
ENE	5	0	0	0	0	0	2,6	5
E	1	0	0	0	0	0	2,0	1
ESE	0	0	0	0	0	0	,0	0
SE	0	0	0	0	0	0	,0	0
SSE	0	0	0	0	0	0	,0	0
S	0	0	0	0	0	0	,0	0
SSW	1	0	0	0	0	0	2,0	1
SW	0	2	0	0	0	0	5,0	2
WSW	0	0	1	0	0	0	7,0	1
W	1	0	0	0	0	0	2,0	1
WNW	6	5	2	0	0	0	4,0	13
NW	9	6	1	0	0	0	3,2	16
NNW	3	2	0	0	0	0	3,2	5
AVG	2,1	4,7	7,0	,0	,0	,0	3,0	
TOTAL	34	16	4	0	0	0		

NUMBER OF OCCURRENCES OF B STABILITY = 58
NUMBER OF CALMS WITH B STABILITY = 4

OSS-C 11

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.008536	.001558	.000000	.000000	.000000	.000000	.010093
NNE	.001682	.000000	.000000	.000000	.000000	.000000	.001682
NE	.003364	.000000	.000000	.000000	.000000	.000000	.003364
ENE	.008411	.000000	.000000	.000000	.000000	.000000	.008411
E	.001682	.000000	.000000	.000000	.000000	.000000	.001682
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.001682	.000000	.000000	.000000	.000000	.000000	.001682
SW	.000249	.003115	.000000	.000000	.000000	.000000	.003364
WSW	.000000	.000000	.001558	.000000	.000000	.000000	.001558
W	.001682	.000000	.000000	.000000	.000000	.000000	.001682
WNW	.010717	.007768	.003115	.000000	.000000	.000000	.021623
NW	.015388	.009346	.001558	.000000	.000000	.000000	.026791
NNW	.005296	.003115	.000000	.000000	.000000	.000000	.008411
TOTAL	.059190	.024922	.006231	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF 6 STABILITY = .090343
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH 8 STABILITY = .006231

[SS-C] II

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	3	0	0	0	0	4.3	3
NNE	3	0	0	0	0	0	2.3	3
NE	1	1	0	0	0	0	4.0	2
ENE	2	1	0	0	0	0	3.7	3
E	0	0	0	0	0	0	.0	0
ESE	0	1	0	0	0	0	5.0	1
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	2	0	0	0	8.0	2
SSW	0	1	4	0	0	0	8.8	5
SW	0	2	3	0	0	0	7.6	5
WSW	1	0	1	0	0	0	6.0	2
W	2	0	1	0	0	0	3.7	3
WNW	0	5	6	0	0	0	6.5	11
NW	0	1	10	0	0	0	8.5	11
NNW	2	5	7	0	0	0	6.5	14
AVG	2.3	4.9	8.7	.0	.0	.0	6.4	
TOTAL	11	20	34	0	0	0		

NUMBER OF OCCURRENCES OF C STABILITY = 66
NUMBER OF CALMS WITH C STABILITY = 1

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000151	.004673	.000000	.000000	.000000	.000000	.004824
NNE	.004824	.000000	.000000	.000000	.000000	.000000	.004824
NE	.001658	.001558	.000000	.000000	.000000	.000000	.003216
ENE	.003266	.001558	.000000	.000000	.000000	.000000	.004824
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000050	.001558	.000000	.000000	.000000	.000000	.001608
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.003115	.000000	.000000	.000000	.003115
SSW	.000050	.001558	.006231	.000000	.000000	.000000	.007838
SW	.000100	.003115	.004673	.000000	.000000	.000000	.007889
WSW	.001608	.000000	.001558	.000000	.000000	.000000	.003166
W	.003216	.000000	.001558	.000000	.000000	.000000	.004773
WNW	.000251	.007788	.009346	.000000	.000000	.000000	.017385
NW	.000250	.001558	.015576	.000000	.000000	.000000	.017184
NNW	.003467	.007788	.010903	.000000	.000000	.000000	.022159
TOTAL	.218692	.031153	.052960	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF C STABILITY = .102804
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH C STABILITY = .001558

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	1	2	1	0	0	0	4.7	4
NNE	2	1	0	0	0	0	3.3	3
NE	1	0	0	1	0	0	7.0	2
ENE	1	2	0	0	0	0	3.3	3
E	1	3	3	2	0	0	7.2	9
ESE	0	2	4	1	1	0	9.7	8
SE	1	6	10	4	0	0	7.8	21
SSE	1	3	2	10	7	1	14.4	24
S	0	0	6	27	7	2	14.1	42
SSW	1	3	7	24	10	5	14.0	50
SW	2	3	3	2	0	0	6.5	10
WSW	0	0	2	3	0	1	12.2	6
W	0	1	4	0	0	0	6.8	5
WNW	1	4	1	1	0	0	6.3	7
NW	1	1	2	2	0	0	7.5	6
NNW	0	2	1	3	0	0	9.5	6
AVG	2.2	5.0	8.2	13.1	19.1	24.0	11.1	
TOTAL	13	33	46	80	25	9		

NUMBER OF OCCURRENCES OF D STABILITY = 208
NUMBER OF CALMS WITH D STABILITY = 2

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.001761	.003115	.001558	.000000	.000000	.000000	.006434
NNE	.003318	.001558	.000000	.000000	.000000	.000000	.004876
NE	.001625	.000000	.000000	.001558	.000000	.000000	.003183
ENE	.001761	.003115	.000000	.000000	.000000	.000000	.004876
E	.001829	.004673	.004673	.003115	.000000	.000000	.014290
ESE	.000135	.003115	.006231	.001558	.001558	.000000	.012597
SE	.002032	.009346	.015576	.006231	.000000	.000000	.033184
SSE	.001829	.004673	.003115	.015576	.010903	.001558	.037654
S	.000000	.000000	.009346	.042056	.010903	.003115	.065421
SSW	.001829	.004673	.010903	.037383	.015576	.007788	.078153
SW	.003454	.004673	.004673	.003115	.000000	.000000	.015915
WSW	.000000	.000000	.003115	.004673	.000000	.001558	.009346
W	.000068	.001558	.006231	.000000	.000000	.000000	.007856
WNW	.001895	.006231	.001558	.001558	.000000	.000000	.011242
NW	.001693	.001558	.003115	.003115	.000000	.000000	.009481
NNW	.000135	.003115	.001558	.004673	.000000	.000000	.009481
TOTAL	.023364	.051402	.071651	.124611	.038941	.014019	

RELATIVE FREQUENCY OF OCCURRENCE OF D STABILITY = .323988
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH D STABILITY = .003115

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	2	0	0	0	0	5.0	2
ESE	0	0	1	0	0	0	7.0	1
SE	0	5	3	0	0	0	6.3	8
SSE	0	3	7	0	0	0	7.3	10
S	0	1	6	0	0	0	7.7	7
SSW	0	0	1	0	0	0	9.0	1
SW	0	2	0	0	0	0	5.5	2
WSW	0	0	1	0	0	0	7.0	1
W	0	0	0	0	0	0	.0	0
WNW	0	0	1	0	0	0	7.0	1
NW	0	2	0	0	0	0	4.5	2
NNW	0	1	1	0	0	0	8.0	2
AVG	.0	5.1	8.2	.0	.0	.0	6.8	
TOTAL	0	16	21	0	0	0		

NUMBER OF OCCURRENCES OF E STABILITY = 37
NUMBER OF CALMS WITH E STABILITY = 0

058-C-850

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.003115	.000000	.000000	.000000	.000000	.003115
ESE	.000000	.000000	.001558	.000000	.000000	.000000	.001558
SE	.000000	.007788	.004673	.000000	.000000	.000000	.012461
SSE	.000000	.004673	.010903	.000000	.000000	.000000	.015576
S	.000000	.001558	.009346	.000000	.000000	.000000	.010903
SSW	.000000	.000000	.001558	.000000	.000000	.000000	.001558
SW	.000000	.003115	.000000	.000000	.000000	.000000	.003115
WSW	.000000	.000000	.001558	.000000	.000000	.000000	.001558
W	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WNW	.000000	.000000	.001558	.000000	.000000	.000000	.001558
NW	.000000	.003115	.000000	.000000	.000000	.000000	.003115
NNW	.000000	.001558	.001558	.000000	.000000	.000000	.003115
TOTAL	.000000	.024922	.032710	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF E STABILITY = .057632
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH E STABILITY = .000000

CORPORATION

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE = AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	13	2	0	0	0	0	1,9	15
NNE	14	1	0	0	0	0	1,8	15
NE	11	1	0	0	0	0	1,4	12
ENE	15	0	0	0	0	0	1,3	15
E	11	2	0	0	0	0	2,7	13
ESE	14	17	0	0	0	0	3,4	31
SE	13	5	0	0	0	0	2,6	18
SSE	17	3	0	0	0	0	2,4	20
S	17	1	0	0	0	0	2,1	18
SSW	13	1	0	0	0	0	2,4	14
SW	17	2	0	0	0	0	2,0	19
WSW	12	3	0	0	0	0	2,7	15
W	9	5	0	0	0	0	2,4	14
WNW	3	1	0	0	0	0	3,2	4
NW	5	0	0	0	0	0	2,0	5
NNW	4	3	0	0	0	0	2,7	7
AVG	1,8	4,5	,0	,0	,0	,0	2,0	
TOTAL	188	47	0	0	0	0		

SSS-D 11

NUMBER OF OCCURRENCES OF F STABILITY = 271
NUMBER OF CALMS WITH F STABILITY = 36

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.023828	.003115	.000000	.000000	.000000	.000000	.026944
NNE	.025386	.001558	.000000	.000000	.000000	.000000	.026944
NE	.019997	.001558	.000000	.000000	.000000	.000000	.021555
ENE	.026944	.000000	.000000	.000000	.000000	.000000	.026944
E	.020236	.003115	.000000	.000000	.000000	.000000	.023351
ESE	.029204	.026480	.000000	.000000	.000000	.000000	.055684
SE	.024544	.007788	.000000	.000000	.000000	.000000	.032332
SSE	.031252	.004673	.000000	.000000	.000000	.000000	.035925
S	.030775	.001558	.000000	.000000	.000000	.000000	.032332
SSW	.023590	.001558	.000000	.000000	.000000	.000000	.025147
SW	.031013	.003115	.000000	.000000	.000000	.000000	.034129
WSW	.022271	.004673	.000000	.000000	.000000	.000000	.026944
W	.017359	.007788	.000000	.000000	.000000	.000000	.025147
WNW	.005627	.001558	.000000	.000000	.000000	.000000	.007185
NW	.008981	.000000	.000000	.000000	.000000	.000000	.008981
NNW	.007901	.004673	.000000	.000000	.000000	.000000	.012574
TOTAL	.346910	.073209	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF F STABILITY = .422118
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH F STABILITY = .056075

11 C-550

PERIOD OF RECORD = OCT FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	20	8	1	0	0	0	2.6	29
NNE	20	2	0	0	0	0	2.1	22
NE	15	2	0	1	0	0	2.3	18
ENE	23	3	0	0	0	0	2.1	26
E	13	7	3	2	0	0	4.5	25
ESE	14	20	5	1	1	0	4.8	41
SE	14	16	13	4	0	0	5.6	47
SSE	18	9	9	10	7	1	8.7	54
S	17	2	14	27	7	2	10.1	69
SSW	15	5	12	24	10	5	11.1	71
SW	19	11	6	2	0	0	4.3	38
WSW	13	3	5	3	0	1	5.6	25
W	12	6	5	0	0	0	3.5	23
WNW	10	15	10	1	0	0	5.2	36
NW	15	10	13	2	0	0	5.2	40
NNW	10	13	9	3	0	0	5.7	35
AVG	1.9	4.8	8.3	13.1	19.1	24.0	5.8	
TOTAL	248	132	105	80	25	9		

TOTAL NUMBER OF OBSERVATIONS = 642
TOTAL NUMBER OF CALMS = 43

CORPORATION

OCT RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.036088	.012461	.001558	.000000	.000000	.000000	.050107
NNE	.035030	.003115	.000000	.000000	.000000	.000000	.038146
NE	.026361	.003115	.000000	.001558	.000000	.000000	.031034
ENE	.040408	.004673	.000000	.000000	.000000	.000000	.045081
E	.023774	.010903	.004673	.003115	.000000	.000000	.042466
ESE	.027830	.031153	.007788	.001558	.001558	.000000	.069856
SE	.027095	.024922	.020249	.006231	.000000	.000000	.078496
SSE	.032796	.014019	.014019	.015576	.010903	.001558	.088871
S	.029829	.003115	.021807	.042056	.010903	.003115	.110826
SSW	.026890	.007788	.018692	.037383	.015576	.007788	.114117
SW	.034883	.017134	.009346	.003115	.000000	.000000	.064478
WSW	.023369	.004673	.007788	.004673	.000000	.001558	.041761
W	.021864	.009346	.007788	.000000	.000000	.000000	.038998
WNW	.019983	.023364	.015576	.001558	.000000	.000000	.060481
NW	.027771	.015576	.020249	.003115	.000000	.000000	.066712
NNW	.019630	.020249	.014019	.004673	.000000	.000000	.058571
TOTAL	.453271	.285607	.163551	.124611	.038941	.014019	

TOTAL RELATIVE FREQUENCY OF OBSERVATIONS = 1.000000
TOTAL RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE = .066978

II C-861

CORPORATION

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	0	0	0	0	0	.0	0
ESE	0	0	0	0	0	0	.0	0
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	0	0	0	0	.0	0
SW	0	0	0	0	0	0	.0	0
WSW	0	0	0	0	0	0	.0	0
W	0	0	0	0	0	0	.0	0
WNW	0	0	0	0	0	0	.0	0
NW	0	0	0	0	0	0	.0	0
NNW	0	0	0	0	0	0	.0	0
AVG	.0	.0	.0	.0	.0	.0	.0	
TOTAL	0	0	0	0	0	0		

NUMBER OF OCCURRENCES OF A STABILITY = 0
NUMBER OF CALMS WITH A STABILITY = 0

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
TOTAL	.000000	.000000	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF A STABILITY = .000000
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH A STABILITY = .000000

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	1	0	0	0	0	0	3.0	1
ENE	1	0	0	0	0	0	3.0	1
E	0	0	0	0	0	0	.0	0
ESE	1	0	0	0	0	0	3.0	1
SE	0	0	0	0	0	0	.0	0
SSE	2	0	0	0	0	0	2.5	2
S	1	0	0	0	0	0	3.0	1
SSW	0	0	0	0	0	0	.0	0
SW	1	0	0	0	0	0	3.0	1
WSW	0	0	0	0	0	0	.0	0
W	0	0	0	0	0	0	.0	0
WNW	0	0	0	0	0	0	.0	0
NW	2	1	0	0	0	0	3.7	3
NNW	0	0	0	0	0	0	.0	0
AVG	2.9	5.0	.0	.0	.0	.0	3.1	
TOTAL	9	1	0	0	0	0		

NUMBER OF OCCURRENCES OF B STABILITY = 10
NUMBER OF CALMS WITH B STABILITY = 0

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.001403	.000000	.000000	.000000	.000000	.000000	.001403
ENE	.001403	.000000	.000000	.000000	.000000	.000000	.001403
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.001403	.000000	.000000	.000000	.000000	.000000	.001403
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.002805	.000000	.000000	.000000	.000000	.000000	.002805
S	.001403	.000000	.000000	.000000	.000000	.000000	.001403
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.001403	.000000	.000000	.000000	.000000	.000000	.001403
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NW	.002805	.001403	.000000	.000000	.000000	.000000	.004208
NNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
TOTAL	.012623	.001403	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF B STABILITY = .014025
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH B STABILITY = .000000

SOS-) II

CORPORATION

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	1	2	0	0	0	0	3.7	3
ENE	0	4	0	0	0	0	5.0	4
E	2	5	0	0	0	0	3.9	7
ESE	3	1	1	0	0	0	4.4	5
SE	2	2	0	0	0	0	3.5	4
SSE	1	2	0	0	0	0	3.3	3
S	1	5	3	0	0	0	5.6	9
SSW	1	2	4	0	0	0	6.3	7
SW	0	5	4	0	0	0	6.0	9
WSW	0	5	3	0	0	0	5.5	8
W	0	7	2	0	0	0	5.8	9
WNW	0	2	2	0	0	0	6.7	4
NW	0	5	2	0	0	0	6.1	7
NNW	0	1	2	0	0	0	7.3	3
AVG	2.5	4.8	8.0	.0	.0	.0	5.4	
TOTAL	11	48	23	0	0	0		

NUMBER OF OCCURRENCES OF C STABILITY = 82
NUMBER OF CALMS WITH C STABILITY = 0

11 C-806

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.001403	.002805	.000000	.000000	.000000	.000000	.004208
ENE	.000000	.005610	.000000	.000000	.000000	.000000	.005610
E	.002805	.007013	.000000	.000000	.000000	.000000	.009818
ESE	.004208	.001403	.001403	.000000	.000000	.000000	.007013
SE	.002805	.002805	.000000	.000000	.000000	.000000	.005610
SSE	.001403	.002805	.000000	.000000	.000000	.000000	.004208
S	.001403	.007013	.004208	.000000	.000000	.000000	.012623
SSW	.001403	.002805	.005610	.000000	.000000	.000000	.009818
SW	.000000	.007013	.005610	.000000	.000000	.000000	.012623
WSW	.000000	.007013	.004208	.000000	.000000	.000000	.011220
W	.000000	.009818	.002805	.000000	.000000	.000000	.012623
WNW	.000000	.002805	.002805	.000000	.000000	.000000	.005610
NW	.000000	.007013	.002805	.000000	.000000	.000000	.009818
NNW	.000000	.001403	.002805	.000000	.000000	.000000	.004208
TOTAL	.015428	.067321	.032250	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF C STABILITY = .115007
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH C STABILITY = .000000

II C-807

CORPORATION

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	1	0	1	0	0	0	5.0	2
E	2	5	2	0	0	0	5.1	9
ESE	1	3	4	5	0	0	8.4	13
SE	0	5	8	11	0	0	9.8	24
SSE	2	2	12	12	3	1	10.6	32
S	3	4	7	39	11	9	13.9	73
SSW	2	6	13	27	4	4	11.9	56
SW	3	1	4	6	7	1	12.6	22
WSW	1	6	3	3	1	0	8.1	14
W	0	5	16	3	0	0	8.0	24
WNW	3	7	19	10	0	0	8.2	39
NW	0	3	5	8	2	0	10.9	18
NNW	0	1	1	4	1	1	14.2	8
AVG	2.7	5.1	8.4	12.7	18.1	25.0	10.7	
TOTAL	16	48	95	128	29	16		

NUMBER OF OCCURRENCES OF D STABILITY = 341
NUMBER OF CALMS WITH D STABILITY = 7

11 C-SOS

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NNE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
NE	,000000	,000000	,000000	,000000	,000000	,000000	,000000
ENE	,001551	,000000	,001403	,000000	,000000	,000000	,002954
E	,003846	,007013	,002805	,000000	,000000	,000000	,013664
ESE	,001998	,004208	,005610	,007013	,000000	,000000	,018829
SE	,000744	,007013	,011220	,015428	,000000	,000000	,034404
SSE	,003400	,002805	,016830	,016830	,004208	,001403	,045476
S	,005249	,005610	,009818	,054698	,015428	,012623	,103426
SSW	,003995	,008415	,018233	,037868	,005610	,005610	,079731
SW	,004803	,001403	,005610	,008415	,009818	,001403	,031451
WSW	,002444	,008415	,004208	,004208	,001403	,000000	,020677
W	,000744	,007013	,022440	,004208	,000000	,000000	,034404
WNW	,005695	,009818	,026648	,014025	,000000	,000000	,056186
NW	,000446	,004208	,007013	,011220	,002805	,000000	,025692
NNW	,000149	,001403	,001403	,005610	,001403	,001403	,011369
TOTAL	,035063	,067321	,133240	,179523	,040673	,022440	

RELATIVE FREQUENCY OF OCCURRENCE OF D STABILITY = ,478261
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH D STABILITY = ,009818

11 (C-869)

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	1	0	0	0	0	5.0	1
ENE	0	2	1	0	0	0	5.3	3
E	0	0	3	0	0	0	7.3	3
ESE	0	8	19	0	0	0	7.4	27
SE	0	5	20	0	0	0	8.0	25
SSE	0	3	11	0	0	0	7.5	14
S	0	2	15	0	0	0	8.1	17
SSW	0	3	0	0	0	0	5.3	3
SW	0	3	3	0	0	0	6.2	6
WSW	0	5	7	0	0	0	6.7	12
W	0	0	2	0	0	0	8.5	2
WNW	0	1	0	0	0	0	5.0	1
NW	0	2	2	0	0	0	6.7	4
NNW	0	0	0	0	0	0	.0	0
AVG	.0	5.1	8.3	.0	.0	.0	7.3	
TOTAL	0	35	83	0	0	0		

NUMBER OF OCCURRENCES OF E STABILITY = 118
NUMBER OF CALMS WITH E STABILITY = 0

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.001403	.000000	.000000	.000000	.000000	.001403
ENE	.000000	.002805	.001403	.000000	.000000	.000000	.004208
E	.000000	.000000	.004208	.000000	.000000	.000000	.004208
ESE	.000000	.011220	.026648	.000000	.000000	.000000	.037868
SE	.000000	.007013	.028050	.000000	.000000	.000000	.035063
SSE	.000000	.004208	.015428	.000000	.000000	.000000	.019635
S	.000000	.002805	.021038	.000000	.000000	.000000	.023843
SSW	.000000	.004208	.000000	.000000	.000000	.000000	.004208
SW	.000000	.004208	.004208	.000000	.000000	.000000	.008415
WSW	.000000	.007013	.009818	.000000	.000000	.000000	.016830
W	.000000	.000000	.002805	.000000	.000000	.000000	.002805
WNW	.000000	.001403	.000000	.000000	.000000	.000000	.001403
NW	.000000	.002805	.002805	.000000	.000000	.000000	.005610
NNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
TOTAL	.000000	.049088	.116410	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF E STABILITY = .165498
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH E STABILITY = .000000

11 C-871

CORPORATION

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	3	3	0	0	0	0	3.5	6
E	3	7	0	0	0	0	4.1	10
ESE	8	10	0	0	0	0	4.3	18
SE	9	27	0	0	0	0	4.3	36
SSE	7	13	0	0	0	0	3.7	20
S	11	8	0	0	0	0	3.4	19
SSW	6	5	0	0	0	0	3.7	11
SW	4	8	0	0	0	0	4.0	12
WSW	5	5	0	0	0	0	3.5	10
W	4	3	0	0	0	0	3.6	7
WNW	1	4	0	0	0	0	4.6	5
NW	0	2	0	0	0	0	5.0	2
NNW	0	0	0	0	0	0	.0	0
AVG	2.6	4.8	.0	.0	.0	.0	3.8	
TOTAL	61	95	0	0	0	0		

NUMBER OF OCCURRENCES OF F STABILITY = 162
NUMBER OF CALMS WITH F STABILITY = 6

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.004531	.004208	.000000	.000000	.000000	.000000	.008739
E	.004747	.009816	.000000	.000000	.000000	.000000	.014565
ESE	.012191	.014025	.000000	.000000	.000000	.000000	.026216
SE	.014565	.037868	.000000	.000000	.000000	.000000	.052433
SSE	.010897	.018233	.000000	.000000	.000000	.000000	.029129
S	.016453	.011220	.000000	.000000	.000000	.000000	.027673
SSW	.009009	.007013	.000000	.000000	.000000	.000000	.016021
SW	.006257	.011220	.000000	.000000	.000000	.000000	.017478
WSW	.007552	.007013	.000000	.000000	.000000	.000000	.014565
W	.005988	.004208	.000000	.000000	.000000	.000000	.010195
WNW	.001672	.005610	.000000	.000000	.000000	.000000	.007282
NW	.000108	.002805	.000000	.000000	.000000	.000000	.002913
NNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
TOTAL	.093969	.133240	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF F STABILITY = .227209
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH F STABILITY = .008415

II C-875

CORPORATION

PERIOD OF RECORD = NOV FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	2	3	0	0	0	0	3.8	5
ENE	5	9	2	0	0	0	4.4	16
E	7	17	5	0	0	0	4.7	29
ESE	13	22	24	5	0	0	6.4	64
SE	11	39	28	11	0	0	6.8	89
SSE	12	20	23	12	3	1	7.5	71
S	16	19	25	39	11	9	10.7	119
SSW	9	16	17	27	4	4	10.0	77
SW	8	17	11	6	7	1	8.4	50
WSW	6	21	13	3	1	0	6.2	44
W	4	15	20	3	0	0	6.8	42
WNW	4	14	21	10	0	0	7.6	49
NW	2	13	9	8	2	0	8.5	34
NNW	0	2	3	4	1	1	12.4	11
AVG	2.6	4.9	8.3	12.7	18.1	25.0	7.8	
TOTAL	99	227	201	128	29	16		

TOTAL NUMBER OF OBSERVATIONS = 713
TOTAL NUMBER OF CALMS = 13

PZS-D 11

CORPORATION

NOV RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.003085	.004208	.000000	.000000	.000000	.000000	.007292
ENE	.007796	.012623	.002805	.000000	.000000	.000000	.023223
E	.011160	.023843	.007013	.000000	.000000	.000000	.042016
ESE	.020190	.030856	.033661	.007013	.000000	.000000	.091719
SE	.018224	.054698	.039271	.015428	.000000	.000000	.127621
SSE	.018620	.028050	.032258	.016830	.004208	.001403	.101369
S	.024398	.026648	.035063	.054698	.015428	.012623	.168858
SSW	.014021	.022440	.023843	.037868	.005610	.005610	.109393
SW	.012618	.023843	.015428	.008415	.009818	.001403	.071524
WSW	.009925	.029453	.018233	.004208	.001403	.000000	.063221
W	.006673	.021038	.028050	.004208	.000000	.000000	.059969
WNW	.006617	.019635	.029453	.014025	.000000	.000000	.069730
NW	.003644	.018233	.012623	.011220	.002805	.000000	.048525
NNW	.000112	.002805	.004208	.005610	.001403	.001403	.015540
TOTAL	.157083	.318373	.281907	.179523	.040673	.022440	

TOTAL RELATIVE FREQUENCY OF OBSERVATIONS = 1.000000
TOTAL RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE = .018233

SES-C 11

CORPORATION

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	1	0	0	0	0	0	1.0	1
NNE	0	0	0	0	0	0	.0	0
NE	0	0	0	0	0	0	.0	0
ENE	0	0	0	0	0	0	.0	0
E	0	0	0	0	0	0	.0	0
ESE	0	0	0	0	0	0	.0	0
SE	0	0	0	0	0	0	.0	0
SSE	0	0	0	0	0	0	.0	0
S	0	0	0	0	0	0	.0	0
SSW	0	0	0	0	0	0	.0	0
SW	0	0	0	0	0	0	.0	0
WSW	0	0	0	0	0	0	.0	0
W	1	0	0	0	0	0	.0	1
WNW	0	0	0	0	0	0	.0	0
NW	0	0	0	0	0	0	.0	0
NNW	1	0	0	0	0	0	1.0	1
AVG	.7	.0	.0	.0	.0	.0	.7	
TOTAL	3	0	0	0	0	0		

NUMBER OF OCCURRENCES OF A STABILITY = 3
NUMBER OF CALMS WITH A STABILITY = 0

11 C-S-O

CORPORATION

SON RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000659	.000000	.000000	.000000	.000000	.000000	.000659
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ENE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
E	.000000	.000000	.000000	.000000	.000000	.000000	.000000
ESE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
S	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
WSW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
W	.000659	.000000	.000000	.000000	.000000	.000000	.000659
WNW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NW	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNW	.000659	.000000	.000000	.000000	.000000	.000000	.000659
TOTAL	.001978	.000000	.000000	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF A STABILITY = .001978
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH A STABILITY = .000000

(SS-) 11

CORPORATION

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	5	1	1	0	0	0	3.0	7
NNE	1	0	0	0	0	0	3.0	1
NE	5	0	1	0	0	0	3.0	6
ENE	6	0	0	0	0	0	2.7	6
E	1	0	0	0	0	0	2.0	1
ESE	1	0	0	0	0	0	3.0	1
SE	0	0	0	0	0	0	.0	0
SSE	2	0	0	0	0	0	2.5	2
S	1	0	0	0	0	0	3.0	1
SSW	1	0	0	0	0	0	2.0	1
SW	1	2	0	0	0	0	4.3	3
WSW	0	0	1	0	0	0	7.0	1
W	1	0	0	0	0	0	2.0	1
WNW	6	8	3	0	0	0	4.5	17
NW	11	7	2	0	0	0	3.5	20
NNW	4	2	3	0	0	0	4.4	9
AVG	2.3	4.9	7.0	.0	.0	.0	3.5	
TOTAL	46	20	11	0	0	0		

NUMBER OF OCCURRENCES OF B STABILITY = 81
NUMBER OF CALMS WITH B STABILITY = 4

11 C-S78

CORPORATION

SON RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.003536	.000659	.000659	.000000	.000000	.000000	.004854
NNE	.000699	.000000	.000000	.000000	.000000	.000000	.000699
NE	.003496	.000000	.000659	.000000	.000000	.000000	.004155
ENE	.004195	.000000	.000000	.000000	.000000	.000000	.004195
E	.000699	.000000	.000000	.000000	.000000	.000000	.000699
ESE	.000699	.000000	.000000	.000000	.000000	.000000	.000699
SE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
SSE	.001398	.000000	.000000	.000000	.000000	.000000	.001398
S	.000699	.000000	.000000	.000000	.000000	.000000	.000699
SSW	.000699	.000000	.000000	.000000	.000000	.000000	.000699
SW	.000779	.001318	.000000	.000000	.000000	.000000	.002097
WSW	.000000	.000000	.000659	.000000	.000000	.000000	.000659
W	.000699	.000000	.000000	.000000	.000000	.000000	.000699
WNW	.004514	.005274	.001978	.000000	.000000	.000000	.011766
NW	.007970	.004614	.001318	.000000	.000000	.000000	.013903
NNW	.002876	.001318	.001978	.000000	.000000	.000000	.006172
TOTAL	.032960	.013184	.007251	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF B STABILITY = .053395
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH B STABILITY = .002637

II C-879

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	3	2	0	0	0	5.8	5
NNE	3	2	1	0	0	0	4.3	6
NE	3	3	0	0	0	0	3.7	6
ENE	2	5	1	0	0	0	5.0	8
E	2	5	0	0	0	0	3.9	7
ESE	3	2	3	0	0	0	5.2	8
SE	2	2	0	0	0	0	3.5	4
SSE	1	2	0	0	0	0	3.3	3
S	1	5	5	0	0	0	6.0	11
SSW	1	3	9	1	0	0	7.7	14
SW	0	7	8	0	0	0	6.8	15
WSW	1	5	5	0	0	0	6.0	11
W	2	7	4	0	0	0	5.5	13
WNW	0	7	12	1	0	0	7.1	20
NW	0	6	14	1	0	0	7.9	21
NNW	3	7	11	2	0	0	7.0	23
AVG	2.5	4.9	8.4	11.0	.0	.0	6.2	
TOTAL	24	71	75	5	0	0		

NUMBER OF OCCURRENCES OF C STABILITY = 176
NUMBER OF CALMS WITH C STABILITY = 1

CORPORATION

SON RELATIVE FREQUENCY DISTRIBUTION STATION #OIL SHALE TRACT C-8

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,000021	,001978	,001318	,000000	,000000	,000000	,003317
NNE	,002012	,001318	,000659	,000000	,000000	,000000	,003990
NE	,002019	,001978	,000000	,000000	,000000	,000000	,003997
ENE	,001367	,003296	,000659	,000000	,000000	,000000	,005322
E	,001367	,003296	,000000	,000000	,000000	,000000	,004663
ESE	,002012	,001318	,001978	,000000	,000000	,000000	,005308
SE	,001346	,001318	,000000	,000000	,000000	,000000	,002665
SSE	,000680	,001318	,000000	,000000	,000000	,000000	,001998
S	,000701	,003296	,003296	,000000	,000000	,000000	,007293
SSW	,000687	,001978	,005933	,000659	,000000	,000000	,009256
SW	,000049	,004614	,005274	,000000	,000000	,000000	,009937
WSW	,000701	,003296	,003296	,000000	,000000	,000000	,007293
W	,001381	,004614	,002637	,000000	,000000	,000000	,008632
WNW	,000049	,004614	,007910	,000659	,000000	,000000	,013232
NW	,000042	,003955	,009229	,000659	,000000	,000000	,013885
NNW	,002047	,004614	,007251	,001318	,000000	,000000	,015231
TOTAL	,016480	,046603	,049440	,003296	,000000	,000000	

RELATIVE FREQUENCY OF OCCURRENCE OF C STABILITY = ,116018
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH C STABILITY = ,000659

II C-SS1

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	1	2	1	1	0	0	7.0	5
NNE	2	1	0	0	0	0	3.3	3
NE	1	0	0	1	0	0	7.0	2
ENE	2	2	1	0	0	0	4.0	5
E	3	8	5	2	0	0	6.2	18
ESE	1	5	9	6	1	0	8.9	22
SE	1	11	18	15	0	0	8.9	45
SSE	3	5	14	22	10	2	12.2	56
S	3	4	15	69	18	11	13.9	120
SSW	3	9	22	60	17	9	13.1	120
SW	5	4	7	9	8	1	11.0	34
WSW	1	6	5	7	1	1	9.5	21
W	0	6	21	5	0	0	8.3	32
WNW	4	11	20	12	0	0	8.0	47
NW	1	4	10	10	2	3	11.3	30
NNW	0	3	2	11	5	1	13.6	22
AVG	2.5	5.0	8.4	13.0	18.6	24.5	11.1	
TOTAL	31	81	150	230	62	28		

NUMBER OF OCCURRENCES OF D STABILITY = 591
NUMBER OF CALMS WITH D STABILITY = 9

SON RELATIVE FREQUENCY DISTRIBUTION STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000818	.001318	.000659	.000659	.000000	.000000	.003455
NNE	.001477	.000659	.000000	.000000	.000000	.000000	.002137
NE	.000712	.000000	.000000	.000659	.000000	.000000	.001371
ENE	.001530	.001318	.000659	.000000	.000000	.000000	.003508
E	.002560	.005274	.003296	.001318	.000000	.000000	.012448
ESE	.000977	.003296	.005933	.003955	.000659	.000000	.014820
SE	.001295	.007251	.011866	.009888	.000000	.000000	.030299
SSE	.002401	.003296	.009229	.014502	.006592	.001318	.037339
S	.002348	.002637	.009888	.045485	.011866	.007251	.079474
SSW	.002613	.005933	.014502	.039552	.011208	.005933	.079739
SW	.003773	.002637	.004614	.005933	.005274	.000659	.022889
WSW	.001030	.003955	.003296	.004614	.000659	.000659	.014214
W	.000318	.003955	.013843	.003296	.000000	.000000	.021412
WNW	.003431	.007251	.013184	.007910	.000000	.000000	.031777
NW	.000924	.002637	.006592	.006592	.001318	.001978	.020041
NNW	.000159	.001978	.001318	.007251	.003296	.000659	.014661
TOTAL	.026368	.053395	.098879	.151615	.048870	.018437	

RELATIVE FREQUENCY OF OCCURRENCE OF D STABILITY = .389585
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH D STABILITY = .005933

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE - AQDM STATION - OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	0	0	0	0	0	0	.0	0
NNE	0	0	0	0	0	0	.0	0
NE	0	1	0	0	0	0	5.0	1
ENE	0	2	1	0	0	0	5.3	3
E	0	2	4	0	0	0	6.5	6
ESE	0	9	24	0	0	0	7.3	33
SE	0	11	24	0	0	0	7.5	35
SSE	0	6	19	0	0	0	7.5	25
S	0	3	23	0	0	0	8.0	26
SSW	0	3	4	0	0	0	7.1	7
SW	0	5	4	0	0	0	6.4	9
WSW	0	5	8	0	0	0	6.7	13
W	0	0	2	0	0	0	8.5	2
WNW	0	1	1	0	0	0	6.0	2
NW	0	4	3	0	0	0	6.4	7
NNW	0	1	2	0	0	0	8.0	3
AVG	.0	5.1	8.3	.0	.0	.0	7.3	
TOTAL	0	53	119	0	0	0		

NUMBER OF OCCURRENCES OF E STABILITY = 172
NUMBER OF CALMS WITH E STABILITY = 0

SON RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NNE	.000000	.000000	.000000	.000000	.000000	.000000	.000000
NE	.000000	.000659	.000000	.000000	.000000	.000000	.000659
ENE	.000000	.001318	.000659	.000000	.000000	.000000	.001978
E	.000000	.001318	.002637	.000000	.000000	.000000	.003955
ESE	.000000	.005933	.015821	.000000	.000000	.000000	.021753
SE	.000000	.007251	.015821	.000000	.000000	.000000	.023072
SSE	.000000	.003955	.012525	.000000	.000000	.000000	.016480
S	.000000	.001978	.015162	.000000	.000000	.000000	.017139
SSW	.000000	.001978	.002637	.000000	.000000	.000000	.004614
SW	.000000	.003296	.002637	.000000	.000000	.000000	.005933
WSW	.000000	.003296	.005274	.000000	.000000	.000000	.008570
W	.000000	.000000	.001318	.000000	.000000	.000000	.001318
WNW	.000000	.000659	.000659	.000000	.000000	.000000	.001318
NW	.000000	.002637	.001978	.000000	.000000	.000000	.004614
NNW	.000000	.000659	.001318	.000000	.000000	.000000	.001978
TOTAL	.000000	.034937	.078444	.000000	.000000	.000000	

RELATIVE FREQUENCY OF OCCURRENCE OF E STABILITY = .113382
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH E STABILITY = .000000

SSS-3 11

CORPORATION

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	13	2	0	0	0	0	1.9	15
NNE	14	2	0	0	0	0	2.0	16
NE	12	2	0	0	0	0	1.7	14
ENE	19	5	0	0	0	0	2.2	24
E	16	12	0	0	0	0	3.4	28
ESE	26	35	0	0	0	0	3.8	61
SE	25	38	0	0	0	0	3.8	63
SSE	28	18	0	0	0	0	3.1	46
S	31	12	0	0	0	0	2.8	43
SSW	19	8	0	0	0	0	3.1	27
SW	21	11	0	0	0	0	2.8	32
WSW	19	10	0	0	0	0	3.1	29
W	15	8	0	0	0	0	2.7	23
WNW	6	5	0	0	0	0	3.7	11
NW	5	3	0	0	0	0	3.0	8
NNW	5	6	0	0	0	0	3.3	11
AVG	2.1	4.7	.0	.0	.0	.0	2.8	
TOTAL	274	177	0	0	0	0		

NUMBER OF OCCURRENCES OF F STABILITY = 493
NUMBER OF CALMS WITH F STABILITY = 42

OSS-D 11

SON RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	,009490	,001318	,000000	,000000	,000000	,000000	,010809
NNE	,010211	,001318	,000000	,000000	,000000	,000000	,011529
NE	,008770	,001318	,000000	,000000	,000000	,000000	,010088
ENE	,013998	,003296	,000000	,000000	,000000	,000000	,017294
E	,012266	,007910	,000000	,000000	,000000	,000000	,020176
ESE	,020884	,023072	,000000	,000000	,000000	,000000	,043956
SE	,020347	,025049	,000000	,000000	,000000	,000000	,045397
SSE	,021281	,011866	,000000	,000000	,000000	,000000	,033147
S	,023075	,007910	,000000	,000000	,000000	,000000	,030985
SSW	,014182	,005274	,000000	,000000	,000000	,000000	,019456
SW	,015808	,007251	,000000	,000000	,000000	,000000	,023059
WSW	,014305	,005592	,000000	,000000	,000000	,000000	,020897
W	,011300	,005274	,000000	,000000	,000000	,000000	,016573
WNW	,004630	,003296	,000000	,000000	,000000	,000000	,007926
NW	,003787	,001978	,000000	,000000	,000000	,000000	,005765
NNW	,003971	,003955	,000000	,000000	,000000	,000000	,007926
TOTAL	,208306	,116678	,000000	,000000	,000000	,000000	

RELATIVE FREQUENCY OF OCCURRENCE OF F STABILITY = ,324984
RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE WITH F STABILITY = ,027686

CORPORATION

PERIOD OF RECORD = SON FREQUENCY DISTRIBUTION TYPE = AQDM STATION = OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 1 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	AVG SPD	TOTAL
N	20	8	4	1	0	0	3,5	33
NNE	20	5	1	0	0	0	2,7	26
NE	21	6	1	1	0	0	2,9	29
ENE	29	14	3	0	0	0	3,2	46
E	22	27	9	2	0	0	4,3	60
ESE	31	51	36	6	1	0	5,7	125
SE	28	62	42	15	0	0	6,2	147
SSE	34	31	33	22	10	2	7,8	132
S	36	24	43	69	18	11	10,3	201
SSW	24	23	35	61	17	9	10,8	169
SW	27	29	19	9	8	1	6,8	93
WSW	21	26	19	7	1	1	6,0	75
W	19	21	27	5	0	0	5,8	72
WNW	16	32	36	13	0	0	6,7	97
NW	17	24	29	11	2	3	7,5	86
NNW	13	19	18	13	5	1	8,1	69
AVG	2,1	4,9	8,3	13,0	18,6	24,5	7,0	
TOTAL	378	402	355	235	62	28		

TOTAL NUMBER OF OBSERVATIONS = 1516
TOTAL NUMBER OF CALMS = 56

CORPORATION

SON RELATIVE FREQUENCY DISTRIBUTION STATION =OIL SHALE TRACT C-B

DIRECTION	SPEED(KTS) 0 - 3	4 - 6	7 - 10	11 - 16	17 - 21	GREATER THAN 21	TOTAL
N	.014509	.005274	.002637	.000659	.000000	.000000	.023079
NNE	.014337	.003296	.000659	.000000	.000000	.000000	.018322
NE	.015121	.003955	.000659	.000659	.000000	.000000	.020395
ENE	.021152	.009229	.001978	.000000	.000000	.000000	.032358
E	.016821	.017798	.005933	.001318	.000000	.000000	.041871
ESE	.024316	.033619	.023731	.003955	.000659	.000000	.086280
SE	.022717	.040870	.027686	.009888	.000000	.000000	.101161
SSE	.025489	.020435	.021753	.014502	.006592	.001318	.090090
S	.026571	.015821	.028345	.045485	.011866	.007251	.135338
SSW	.018045	.015162	.023072	.040211	.011206	.005933	.113628
SW	.020449	.019117	.012525	.005933	.005274	.000659	.063956
WSW	.016067	.017139	.012525	.004614	.000659	.000659	.051664
W	.014418	.013843	.017798	.003296	.000000	.000000	.049355
WNW	.012819	.021094	.023731	.008570	.000000	.000000	.066214
NW	.013147	.015821	.019117	.007251	.001318	.001978	.058631
NNW	.010084	.012525	.011866	.008570	.003296	.000659	.046999
TOTAL	.286091	.264997	.234014	.154911	.040870	.018457	

TOTAL RELATIVE FREQUENCY OF OBSERVATIONS = .999341
TOTAL RELATIVE FREQUENCY OF CALMS DISTRIBUTED ABOVE = .036915

TABLE IX

DIURNAL VARIATION OF RECORDED PARAMETERS

CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO, - 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*		10	50	39	31	*	*	*	*	*	*	*	*	6.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		3.
17	*	*	*	*	*	*	*	*	9	*	*		*	*	*	*	*	*	*	*	*	*	*	*	6.
18	*	*	*	40	14							*				*	*	*	9	9	14	10	11	*	10.
19	11	9	9	*	*	*	9	10	13	10	10	*	*	*	*	*	9	*	9	13	18	15	16	18	11.
20	18	13																							16.
21	17	17	15	10	12	17	10	13	13	*	10	11	9	*	9	11	11	10	11	14	23	19	12	10	13.
22	31	24	27	22	24	21	21	19	16	12	10	14													21.
23															*	*	9	9	12	17	29	32	25	17	17.
24	20	15	11	13	13	11	12	13	16	15	13	10	11	11	12	11	10	11	9	12	12	11	14	15	13.
25	13	12	12	12	13	12	11	12	14	12	12	11	13	9	12	11	9	9	11	16	29	33	16	12	14.
26	11	10	11	10	12	11	11	11	11	12	10	11	12	12	*	9	9	11	9	32	27	27	22	28	14.
27	22	18	12	18	9	10	14	16	23	14	13	*	*	9	9	*	*	11	*	*	15	13	19	15	13.
28	17	16	14	16	16	10	14	14	10	12	11	*	10	10	9	10	10	10	12	11	14	9	12	10	12.
29	9	11	12	9	10	*	*	11	10	10	9	10	9	9	9	9	*	*	10	10	12	9	9	*	10.
30	9	*	11	*	*	9	*	9	9	10	*	9	9	9	11	*	126	9	10	10	11	9	9	12	13.
MEAN	10.	9.	8.	9.	8.	7.	7.	8.	8.	7.	7.	6.	6.	9.	9.	8.	9.	6.	7.	9.	11.	10.	9.	9.	

TOTAL NUMBER OF OBSERVATIONS = 5331 MEAN = 8.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

165-C

CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*		0.
19									*	*	*	*	*	*		*	*	*							0.
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29	130		94	117	134	134	136	135	140	220	154	149	163	192	151	130	88		61	88	88	91	97	90	129.
30	85	110	116	114	103	112	115	117	116	111	100	69	85	97	106	75	82	96	101	104	105	109	116	107	102.
MEAN	67.	55.	68.	77.	79.	82.	84.	84.	65.	88.	84.	80.	83.	81.	86.	58.	40.	32.	40.	47.	49.	56.	71.	65.	

TOTAL NUMBER OF OBSERVATIONS = 919 MEAN = 67.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-892

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8							*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9																*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*		*	42	37	29	*	*	*	*	*	*	*	*	5.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		1.
17	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	3.
18	*	*	*	37	14							*				*	*	*	*	*	*	*	*	*	3.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
20	*	*																							1.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
22	*	*	*	*	*	*	*	*	*	*	*	*													1.
23															*	*	*	*	*	*	*	*	*	*	1.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
MEAN	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	2.	4.	3.	3.	1.	1.	1.	1.	1.	1.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 5546 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																				*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*		0.
3									*	*	*	*	*	*		*	*	*							0.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*		0.
19									*	*	*	*	*	*		*	*	*							0.
20																									
21																									
22																									
23																									
24																									
25																*	10	57	23	14	41	*	*	*	16.
26	*	*	*	*	*	*	*	*	*	*	45	30	*	*	*	*	*	*	*	*	*	*	*	*	4.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*												19	14	*	42	77	*	*	*	12.
29	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		61	72	74	79	82	77	21.
30	71	80	81	80	75	81	82	86	87	85	31	65	85	97	106	75	82	96	101	104	105	109	111	106	88.
MEAN	12.	16.	14.	14.	13.	16.	16.	17.	15.	16.	15.	21.	18.	18.	22.	12.	15.	23.	22.	29.	37.	25.	28.	26.	

TOTAL NUMBER OF OBSERVATIONS = 1742 MEAN = 20.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	1.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		2.
17	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	4.
18	*	*	*	*	*							*				*	*	*	9	9	14	10	10	*	7.
19	10	9	*	*	*	*	9	9	12	9	*	*	*	*	*	*	*	*	*	11	16	14	15	16	9.
20	16	12																							14.
21	16	16	15	9	11	16	9	12	11	*	9	10	*	*	*	10	9	*	*	12	22	18	10	*	12.
22	29	24	26	21	22	21	20	19	14	11	9	11													20.
23															*	*	9	*	9	15	28	30	25	15	16.
24	19	15	9	12	12	9	12	11	14	13	11	9	10	9	11	9	10	10	*	10	10	11	13	14	12.
25	12	11	10	11	12	11	10	10	12	11	9	9	10	*	10	10	*	9	10	15	27	31	16	10	13.
26	10	9	10	*	11	10	10	10	10	11	9	9	*	10	*	*	*	10	*	28	27	26	22	27	13.
27	21	15	11	18	9	*	14	16	21	13	12	*	*	*	*	*	*	9	*	*	15	12	18	14	12.
28	15	13	13	15	15	9	11	10	*	10	9	*	*	*	*	*	*	*	10	10	13	*	11	10	11.
29	*	10	11	*	9	*	*	10	9	*	*	*	*	*	*	*	*	*	*	*	10	*	*	*	8.
30	9	*	10	*	*	*	*	*	*	9	*	*	*	*	*	*	125	9	10	10	11	9	9	11	11.
MEAN	9.	8.	7.	7.	6.	6.	6.	7.	7.	6.	5.	5.	5.	5.	5.	5.	9.	5.	5.	7.	10.	10.	9.	8.	

TOTAL NUMBER OF OBSERVATIONS = 5331 MEAN = 7.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-895

CORPORATION

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	*	0
18	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*			0
19									*	*	*	*	*	*		*	*	*								0
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29	130		94	117	134	134	136	135	140	216	154	149	163	190	151	130	88			*	15	14	12	14	13	108
30	14	30	35	33	28	30	32	31	28	25	68	*	*	*	*	*	*	*	*	*	*	*	*	*	*	15
MEAN	41.	15.	39.	50.	54.	55.	56.	56.	43.	65.	75.	58.	58.	53.	51.	37.	16.	0.	0.	4.	4.	3.	7.	5.		

TOTAL NUMBER OF OBSERVATIONS = 916 MEAN = 34.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-89

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*		*	*	70	51	*	*	*	*	*	*	*	*	5.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	148	179	170	161	150	142	132	125	50.
15	122	119	115	111	114	107	107	104	104	103	101	102	102	100	102	103	101	101	102	101	103	104	106	104	106.
16	100	102	103	101	104	101	104	104	100	100	98	98	88	*	*	*	*	*	*	*	*	*	85		60.
17	122	114	116	114	120	133	137	134	134	117	121		96	69	*	*	*	*	*	*	*	*	*	*	67.
18	*	*	*	*	108	43	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*																							0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*													0.
23															*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	12.	12.	12.	12.	16.	14.	12.	12.	12.	12.	12.	8.	12.	7.	6.	6.	9.	10.	10.	9.	9.	9.	11.	9.	

TOTAL NUMBER OF OBSERVATIONS = 7886 MEAN = 11.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

268-2 11 C-897

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 21 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
10	*	*	*	137	186	123	143	121	99	96	30			*	*		*	*	*	*	*	*	*	*	44.
11	*	*	*	63	224	178	236	207	236	210	220	254	267	283	289	269	273	251	38					*	178.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		0.
27																									
28																									
29																*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	29	*	*	*	*	*	*	1.
MEAN	0.	0.	0.	5.	15.	11.	14.	12.	13.	11.	9.	10.	12.	11.	12.	11.	10.	5.	1.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7626 MEAN = 7.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

(68-2) II C-89

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. = 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*																					0.
6																									
7																									
8																									
9																									
10																									
11														*	*	*	*	*	*	*	*	*	*		0.
12																						*	*	*	0.
13													64	*	*	*	*	*	*	*	*	*	*	*	5.
14	*	*	*	*	45	46	50	26	49	50	55	46	107	16	48	48	52	50	43	48	48	55	48	90	42.
15	416	*	50	*	49	55	55	59	63	56	64	64	59	*	*	*								416	65.
16												*	*												0.
17											39		47	36	34	29	28	27	29	31	29	30	30	*	30.
18	*	36	37	35	35	34	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	292	299	282	278	284	302	274	299	275	308			*	*	*	*	*	*	*	*	*	129.
MEAN	11.	2.	5.	12.	23.	22.	20.	20.	22.	20.	23.	20.	25.	3.	4.	4.	4.	4.	4.	4.	4.	4.	4.	12.	

TOTAL NUMBER OF OBSERVATIONS = 5808 MEAN = 11.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

(GSS-2) 11

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	3.
18	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*			2.
19									*	*	*	*	*	*		*	*	*							3.
20																									
21																									
22																									
23																									
24																									
25																	13	18	21	17	18	21	17	18	19	19.
26	18	17	*	15	14	15	*	*	15	19	21	17	13	16	16	15	*	*	*	*	13	13	*	13	14.
27	13	*	*	*	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*	*	8.
28	*	*	*	13	*										18	*	*	*	*	*	22	20	*	16	12.
29	*		*	*	*	*	*	*	*	14	*	*	*	*	*	*	*	*	16	*	*	*	*	*	8.
30	*	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
MEAN	10.	11.	9.	9.	10.	8.	6.	6.	6.	8.	7.	7.	6.	7.	8.	7.	6.	7.	7.	9.	10.	11.	10.	11.	

TOTAL NUMBER OF OBSERVATIONS = 1759 MEAN = 8.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

(-3000) 11

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

II C-901

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	1.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	36	36	34	30	28	26	23	10.
15	23	23	22	21	22	20	18	18	18	18	17	16	16	16	16	16	16	16	16	16	18	17	17	17	18.
16	16	15	15	17	16	15	14	17	16	16	16	16	13	*	*	*	*	*	*	*	*	*	*		9.
17	18	22	22	24	23	22	22	22	20	18	16		11	9	*	*	*	*	*	*	*	*	*	*	11.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*																							0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*													0.
23															*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	1.	2.	1.	1.	1.	1.	2.	2.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 7901 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

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DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 21 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									0.
2																									116.
3																									0.
4																									0.
5																									0.
6																									0.
7																									0.
8																									0.
9																									0.
10																									0.
11																									0.
12																									0.
13																									0.
14																									0.
15																									0.
16																									19.
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	6.	10.	10.	10.	10.	10.	11.	12.	9.	11.	8.	11.	13.	10.	14.	0.	0.	0.	0.	0.	0.	

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	157	151	160	161	165	166	162	159	145	149	149	151	148	134	151	13						
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
29	*	*	*	9	17	*	10	*	*	16	38	7	12	*	34	62	50	288	*						
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
MEAN	0.	0.	0.	6.	10.	10.	10.	10.	10.	11.	12.	9.	11.	8.	11.	13.	10.	14.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 4953 MEAN = 6.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
5	*	*	*	*																					3.
6																									
7																									
8																									
9																									
10																									
11														7	7	7	7	7	7	7	7	7	7		7.
12																						10	10	17	13.
13													9	7	7	7	7	7	7	7	7	7	7	7	8.
14	7	8	8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	7	8	8								*	2.
16												*	7												7.
17											*		*	*	*	*	*	*	*	*	7	*	*	*	6.
18	*	9	9	8	8	9	11	*	*	*	11	8	8	8	7	*	*	*	*	*	*	*	*	*	5.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	27	*	*	*	*	*	*	*	*	115	*	*	*	*	*	*	6.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	0.
MEAN	1.	1.	1.	1.	1.	1.	1.	0.	2.	0.	1.	1.	2.	2.	2.	2.	1.	7.	1.	1.	1.	2.	2.	1.	

TOTAL NUMBER OF OBSERVATIONS = 5807 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*			0.
19									*	*	*	*	*	*		*	*	*							0.
20																									
21																									
22																									
23																									
24																									
25																*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*										*	*	*	*	*	*	*	*	*	*	1.
29	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 1758 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-905

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																								
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9															17										18.
10																									
11																									
12																									
13	6	6	6	6	6	6	6	6	6	6	6			6	13	5									7.
14																									
15																									
16																									
17																									
18		4	4		0	1		7	2	4				4	4	4	4	4							4.
19																									
20																									
21	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
22	4	4	5	5	4	4	4	4	4	4	4	4													4.
23																			4	4	5	5	4	4	5.
24	5	4	4	4	4	4	4	5	5	4	4	4	4	4	4	4							4	4	4.
25	4	4	4	4	4	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	4	4	4.
26	4	4	4	4	4	4	4	4	4	4	4	4	4	4											4.
27	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	5	5	5	4.
28	5	4	4	4	5	4	4	4	4	4	4	4	3	4	4	4	3	4	4	4	4	4	4	4	4.
29																									
30																									
MEAN	5.	5.	5.	5.	5.	5.	5.	5.	5.	4.	4.	4.	4.	4.	6.	4.	4.	4.	4.	4.	5.	5.	5.	4.	

TOTAL NUMBER OF OBSERVATIONS = 2044 MEAN = 5.

206-2 11 C-90

CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO, - 23 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																								
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25															311	305									309.
26																									
27																									
28															286	296	278	271	286	284	251	255	258	268	272.
29	224		207	264	292	275	290	264	286	281	294	322	310	299	303	298	292		244	268	248	272	298	257	279.
30	246	250	263	293	288	303	274	252	266	277	325	325	303	309	318	304	312	317	268	297	276	255	288	273	287.
MEAN	237.	250.	239.	279.	290.	289.	282.	258.	276.	280.	308.	324.	307.	304.	305.	303.	296.	294.	268.	284.	259.	261.	282.	266.	

TOTAL NUMBER OF OBSERVATIONS = 657 MEAN = 282.

806-D II (C-908)

CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	18	12	17	16		13	16	16	14	17	17	20	15	17	18	12	16	15	14	14	12	14	15	14	16.
2	16	15	16	17	12		15	15	13	12	15	15	15	15	17	17	18	20	19	20	19	13	18	15	17.
3		17	8	13	19	17		15	12	15	15	13	16	15	16	16	16	18	15	16	16	16	14	17	16.
4	15	19	17	10	18	16			18	14	12	18	20	19	19	19	16	18	20	14	14	16	14	17	17.
5	18	17	18	20	17	18	21	17	12	15	14	18	17	15	16	16	16	15	15	12	14	15	14	19	17.
6	16	15	20	14	15	17	13		16	13	18	18	21	20	21	21	19	16	18	17	14	14	13	15	17.
7	14	14	17	15	17	13	16	18	23	20	21	21		20	23	18	22	21	18	19	15	15	17	15	19.
8	18	15	18	19	18	15	18	18	18	13	12		13	21	16	15	15	16	14	17	13	14	14	13	16.
9	14	12	17	13	19	18	18	17	17	16	14	19		13	9										16.
10	10	10	10	10	10	10	10	10	10	10	10	10	10												10.
11																									
12																									
13																									
14																									
15																									
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17																									
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23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	16.	15.	16.	15.	16.	15.	16.	16.	16.	15.	15.	17.	16.	18.	18.	17.	18.	18.	17.	17.	15.	15.	15.	16.	

TOTAL NUMBER OF OBSERVATIONS = 1906 MEAN = 16.

CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																210	210	216	220	209	219	212	221	211	215.
26	220	211	208	212	213	216	215	208	220	217	209	209	209	211	215	204	214	211	210	208	208	203	208	206	212.
27	207	208	196	216	207	204	193	214	207	204	209	211	207	213	211	211	204	212	216	214	215	213	222	214	210.
28	202	221	219	224	225										212	190	223	230	226	217	221	196	229	234	220.
29	201		148	226	231	222	212	226	227	227	224	221	224	224	227	211	221		214	216	215	220	220	225	219.
30	226	233	222	222	196	226	227	231	227	226	229	230	221	225	226	224	220	231	231	226	235	231	224	232	226.
MEAN	212.	217.	203.	221.	215.	218.	213.	220.	221.	219.	217.	218.	216.	219.	219.	210.	216.	221.	220.	216.	219.	213.	221.	221.	

TOTAL NUMBER OF OBSERVATIONS = 1352 MEAN = 217.

CORPORATION

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9															4										5.
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
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22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 6 MEAN = 5.

CORPORATION

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25															100	93									98.
26																									
27																									
28															112	106	54	40	59	66	29	58	29	34	54.
29	23		67	37	59	52	77	37	58	54	69	100	85	74	75	86	70		30	50	32	52	77	31	60.
30	23	17	39	70	91	76	46	20	37	51	95	94	81	83	91	80	92	85	37	71	40	23	62	41	60.
MEAN	22.	17.	51.	54.	76.	64.	62.	29.	48.	53.	81.	97.	84.	79.	90.	91.	76.	63.	43.	63.	34.	44.	56.	35.	

TOTAL NUMBER OF OBSERVATIONS = 655 MEAN = 60.

DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1											2	2	2	2	1	2	2	2	2	1	1	1			2.
2					1	1								1	1	1	1								2.
3																1		1	1						2.
4													2	2	2	2	2	2	1					2	2.
5	2	2	2		2	2	2	2	2	2		2	2	2	2	2	2	2	3	3	3		1		2.
6		1	2		1	1		2	1	2		2	2	2	2	2	2	2	2	2				2	2.
7	1	1	1	1	1	1	2	2	2	2	2	2		2	2	3	2	2	3		2	2	2	2	2.
8	3	2	3	3	2	3	3	3	3	2	3	3	3	3	4	4	4	4	4	4	3	1	2	2	3.
9	3	3	3	3	3	7	3	3	3	4	4	4		4											4.
10																									
11	16	16	16	16	16	16	16	17	17	16	16	16	16	16	16	16	16	16	16	16	19	16	16	16	17.
12	16	16	17	17	16	16	16	16	16	16	17	17	17	17						18	19	17	17	16	17.
13	17	17	17	17	17	17	17	17	17	16	17		17	17	27	17	16	17	17	17	17	20	18	17	18.
14	17	17	17	16	16	17	17	17	17	16	16	16	16	16	16	16	16	16	16	16	16	17	16	17	17.
15	16	16	16	16	16	16	16	16	16	16	17	16	16	16	16	16	16	16	16	15	15	15	15	15	16.
16	16	16	16	16	16	16	16	16	16	16	17	16	16	16	16	16	16	16	15	15	15	16	16		16.
17	16	15	16							4	5		8		16	7	10			11		15	15	15	13.
18	15	15	15									15	15	15	15	15	15	15	15	16	16	15	16	16	16.
19	16	16	15	15	16	15	16	16	16	15	15	16	15	15	15	15	15	15	15	16	16	15	15	15	16.
20	15	16																							16.
21	16	16	17	16	16	16	18	16	16	16	15	15	15	15	15	15	15	15	15	16	16	16	17	16	16.
22	16	16	17	17	16	17	16	16	16	17	16	16													17.
23															15	15	15	15	15	16	19	20	18	17	17.
24	18	16	15	15	15	16	16	17	19	16	15	15	15	15	15	15	15	15	15	16	16	16	17	17	16.
25	16	17	16	16	16	16	15	14	14	14	14	14	14	14	14	14	14	14	14	15	17	18	14	14	15.
26	14	14	14	14	13	14	14	14	13	13	13	13	13	13	13	13	13	13	13	17	17	16	16	16	15.
27	16	18	14	15	15	14	14	14	14	13	13	13	13	13	13	13	13	14	14	14	15	16	15	14	15.
28	14	14	14	14	15	14	14	14	14	14	14	13	13	14	13	13	13	14	14	14	14	14	14	14	14.
29																									
30																									
MEAN	14.	14.	13.	14.	13.	13.	14.	13.	13.	12.	13.	12.	12.	11.	12.	11.	11.	11.	12.	14.	15.	15.	15.	14.	

TOTAL NUMBER OF OBSERVATIONS = 5463 MEAN = 13.

S16-C 11

CORPORATION

DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO, = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																19	20	18	23	21	18	25	18	23	21.
26	20	19	17	22	20	21	14	25	19	17	20	19	21	19	15	20	20	15	18	20	20	18	18	20	20.
27	18	19	20	20	20	20	21	19	18	20	17	17	19	19	18	17	20	20	19	17	19	20	19	17	19.
28	19	19	21	20	18										21	10	22	18	19	22	20	20	21	19	20.
29	18		21	21	19	18	19	22	18	18	16	18	19	19	18	22	19		16	21	17	15	17	20	19.
30	19	18	16	17	16	17	18	21	19	15	16	14	18	17	20	16	16	18	18	22	20	20	20	22	18.
MEAN	20.	19.	19.	21.	19.	19.	19.	22.	19.	18.	18.	18.	19.	19.	19.	19.	20.	18.	19.	21.	20.	20.	19.	21.	

TOTAL NUMBER OF OBSERVATIONS = 1356 MEAN = 19.

116-2 11

CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	5	16	18	18	19	18	16	19	19	19	13	7	4	*	*	8.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2	2	4	6	7	8	*	*	*	*	1.
3	*	*	*	*	*	*	*	*	*	3	8	10	11	13	12	14	14	21	17	8	*	*	*	*	6.
4	*	*	*	*	*	*	*	*	*	3	9	13	16	20	10	9	10	9	6	*	*	*	*	*	5.
5	*	*	*	*	*	*	*	*	*	*	2	11	12	12	10	10	10	9	10	10	5	*	*	*	4.
6	*	*	*	*	*	*	*	*	*	*	*	15	8	7	4	2	*	3	6	1	*	*	*	*	2.
7	*	*	*	*	*	*	*	*	*	*	5	6		3	3	3	4	4	*	*	*	*	*	*	1.
8	*	*	*	*	*	*	*	*	*	*	*	6	10	15	21	22	20	20	19	10	1	*	*	*	6.
9	*	*	*	*	*	*	*	*	*	3	9	21		21	41	61	60	59	53	50	43	38	39	40	24.
10	39	38	34	34	35	38	39	40	37	46	54	56	59	60	58	60	63	60	61	56	45	45	42	37	48.
11	35	36	37	38	35	30	24	20	24	32	35	41	43	42	43	45	48	45	43	42	40	38	37	35	37.
12	35	29	17	16	19	19	18	18	18	19	20	24	25	26						27	20	13	11	7	20.
13	8	8	8	10	9	7	7	5	10	25	30		35	37	40	51	45	45	46	44	36	27	24	21	26.
14	20	25	19	16	17	18	18	20	25	39	44	48	46	45	48	51	54	49	41	43	33	21	13	11	32.
15	13	18	20	17	16	15	14	13	16	23	34	40	39	37	37	42	44	41	42	42	39	32	24	16	28.
16	13	10	8	8	7	11	11	12	13	22	31	39	45	46	48	46	42	39	38	38	32	23	19		27.
17	15	15	13	12	11	11	7	9	15	25	35		51	50	52	51	54	52	42	29	26	23	21	23	28.
18	22	21	22	*	*	*	*	*	*	13	26	27	58	59	57	57	56	53	50	40	27	26	24	24	28.
19	23	24	23	24	23	22	21	20	25	37	46	48	49	49	51	50	51	50	47	34	23	20	19	15	33.
20	19	22																							21.
21	17	18	19	18	16	15	18	17	23	38	47	47	46	49	51	51	53	56	54	41	28	26	29	28	34.
22	16	19	17	18	17	19	20	22	28	37	44	50													25.
23															56	57	56	54	48	34	21	20	24	28	40.
24	24	27	29	28	28	29	27	18	20	32	42	44	47	51	58	59	73	59	59	44	38	32	28	29	39.
25	31	28	30	28	28	26	29	29	33	40	51	53	55	55	57	56	59	56	50	39	28	22	31	33	40.
26	35	35	32	32	33	33	31	30	34	39	53	59	59	61	61	60	58	56	47	30	29	25	27	24	42.
27	26	29	31	29	35	34	32	31	30	47	52	58	65	61	56	62	60	54	52	51	38	30	23	25	43.
28	23	22	21	21	20	23	24	25	29	36	49	51	53	53	53	52	52	53	52	48	41	39	37	37	38.
29	36	35	35	34	33	34	34	35	38	42	50	46	44	44	45	46	46	46	37	30	28	29	29	29	38.
30	28	29	29	30	31	29	80	29	31	34	43	50	49	49	51	50	55	51	44	34	32	31	30	31	40.
MEAN	17.	17.	16.	15.	15.	15.	17.	14.	16.	23.	30.	34.	38.	37.	39.	41.	41.	40.	37.	31.	24.	21.	19.	19.	

TOTAL NUMBER OF OBSERVATIONS = 7901 MEAN = 25.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																				*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*			0.
3									*	*	*	*	2	2		*	*	*							1.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*			0.
19									*	*	*	*	2	2		*	*	*							1.
20																									
21																									
22																									
23																									
24																									
25																28	29	30	26	29	29	30	31	31	30.
26	31	32	31	33	33	33	28	34	33	33	30	30	28	28	29	28	28	27	29	29	30	25	31	30	31.
27	32	30	32	33	33	34	29	34	34	32	32	31	31	30	28	26	30	29	29	29	30	30	32	32	31.
28	27	33	34	33	34										25	34	41	42	42	43	43	44	45	45	39.
29	42		52	46	47	47	46	46	46	45	44	43	41	41	41	43	43		43	41	42	43	44	45	45.
30	45	44	45	45	44	44	44	43	43	41	43	39	38	37	38	37	39	40	40	41	42	43	43	44	42.
MEAN	29.	28.	32.	32.	32.	32.	30.	32.	27.	26.	29.	29.	28.	25.	27.	26.	26.	24.	26.	27.	27.	29.	33.	33.	

TOTAL NUMBER OF OBSERVATIONS = 1761 MEAN = 29.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II (3-91)

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)

TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	4	5	4	4	5	5	6	6	5	6	12	14	11	9	8	10	9	9	11	8	4	2	2	8	7.
2	7	7	4	2	1	4	4	6	7	6	7	11	9	7	7	6	6	5	6	5	2	1	0	2	6.
3	3	4	4	3	4	4	5	7	7	2	4	4	6	4	5	6	6	8	6	3	4	2	4	4	5.
4	4	4	4	5	5	5	4	6	8	4	8	8	8	6	7	8	6	5	1	2	3	3	4	4	6.
5	4	3	5	1	3	5	3	2	6	4	5	7	5	9	14	15	14	11	10	5	3	3	3	4	7.
6	5	4	5	5	4	3	5	5	6	3	4	4	7	7	9	12	12	8	6	3	3	3	4	3	6.
7	4	5	3	3	4	5	5	7	8	4	3	8		6	5	6	6	3	4	3	3	2	5	4	5.
8	4	4	4	6	7	2	8	8	5	4	2	3	4	9	7	7	7	7	6	1	3	4	5	4	5.
9	5	6	5	6	4	4	4	3	6	5	3	5		4	5	4	6	8	1	1	3	2	5	5	5.
10	6	3	4	3	8	4	4	2	6	6	8	9	11	12	11	12	10	6	8	2	1	3	2	3	6.
11	3	3	4	2	4	3	0	3	3	1	6	5	6	8	5	4	10	12	11	8	7	5	3	2	5.
12	2	5	4	6	5	3	2	4	6	6	5	3	3	3						2	1	1	0	2	4.
13	2	3	3	2	3	2	1	3	2	1	3		8	9	9	7	8	9	5	3	0	1	1	1	4.
14	2	2	0	1	2	0	2	2	5	2	4	4	8	5	2	1	2	5	2	2	1	1	0	0	3.
15	0	4	1	1	1	0	0	0	0	0	1	5	4	2	2	1	3	8	3	2	4	1	0	0	2.
16	0	0	0	1	2	3	3	3	1	0	2	1	2	4	6	6	6	3	5	8	4	2	5		3.
17	5	3	4	5	4	2	3	3	3	1	2		10	7	6	4	4	3	1	3	2	2	3	4	4.
18	3	6	5	3	3	2	2	3	5	3	2	4	7	5	6	5	4	5	3	2	3	2	3	3	4.
19	3	4	4	3	4	3	3	2	2	2	5	8	8	8	5	8	3	4	3	2	4	0	2	3	4.
20	4	3																							4.
21	2	2	3	2	3	4	3	2	4	2	1	2	9	7	7	4	5	7	4	3	3	3	3	3	4.
22	4	3	3	4	3	5	3	4	5	3	5	6													4.
23															4	2	5	3	3	1	2	3	3	3	3.
24	3	3	5	5	5	3	3	0	0	1	4	5	10	8	8	6	5	4	5	3	3	0	4	5	5.
25	4	4	5	5	5	4	3	4	8	7	2	2	4	3	4	5	5	6	2	2	3	5	3	5	5.
26	5	3	5	3	2	2	1	5	9	7	2	3	5	5	6	5	10	10	2	2	3	5	5	5	5.
27	4	5	4	4	5	5	6	4	1	5	12	13	12	12	10	8	8	9	9	4	1	1	2	3	7.
28	2	4	4	3	4	5	7	4	6	6	2	4	4	3	5	8	6	7	5	2	4	4	3	3	5.
29	4	4	4	4	3	3	3	4	10	8	4	2	4	7	3	3	5	5	4	2	3	4	3	4	5.
30	4	4	6	5	3	3	3	3	7	7	3	3	5	4	6	3	2	5	1	1	2	2	2	2	4.
MEAN	4.	4.	4.	4.	4.	4.	4.	4.	5.	4.	5.	6.	7.	7.	7.	7.	7.	7.	5.	4.	3.	3.	3.	4.	

TOTAL NUMBER OF OBSERVATIONS = 7907 MEAN = 5.

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. = 21 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5															14										15.
6														8	6	10	13	10	8	6	2	5	5	3	7.
7	4	5	3	2	2	4	3	3	3	4	2	3	4	9		7	8	6	6	1	16	5	6	5	5.
8	5	4	3	2	3	2	2	2	3	3	1	5	6	4	8	5	8	8	6	5	5	4	4	3	5.
9	4	4	2	2	3	3	1	1	3	2	2	5	5	9	7	5	5	5	2	1	2	6	8	7	4.
10	8	4	4	5	12	6	2	2	5	7	8			8	8		8	6	7	6	5	4	4	5	6.
11	5	7	6	3	1	0	2	4	4	3	7	7	9	8	9	9	18	23	28					19	8.
12	13	5	2	1	4	9	8	10	8	4	5	5	3	4	3	2	1	3	5	2	1	2	2	3	5.
13	4	4	3	2	0	1	2	3	2	1	2	7	6	7			7	8	9	6	1	1	2	2	4.
14	1	2	1	3	3	1	3	1	4	5	8	6		7	1	1	2	1	5	5	1	3	1	3	3.
15	4	2	1	1	0	0	0	0	0	0	0	1		2	1	1	1	7	8	7	0	1	1	1	2.
16	1	0	1	3	2	4	2	0	1	2	2	2	1	2	4	7	6	7	5	5	5	3	5	4	4.
17	2	3	2	1	0	1	2	1	0	0	1	5	9	7	3	4	2	3	2	3	4	4	5	6	3.
18	3	1	1	1	1	0	1	2	1	2	1	3	3	5	5	4	4	4	3	0	3	4	4	3	3.
19	3	3	3	3	0	1	1	3	2	2	7	4	7	7	7	6	8	7	4	0	4	3	4	5	4.
20	4	4	4	2	2	3	4	3	1	2	5	6	8	9	8	10	11	11	13	9	6	2	2	4	6.
21	3	5	3	2	3	2	2	1	1	2	1	2	8	8	6	7	7	7	4	0	4	5	4	2	4.
22	2	1	2	2	1	1	0	1	1	3	5	5	3	3	3	4	3	2	1	1	4	5	4	4	3.
23	4	4	2	0	1	2	1	0	1	1	2	1	2	4	5	3	1	1	0	2	4	4	4	3	3.
24	3	2	1	0	1	1	0	0	0	0	4	3	7	9	10	10	10	4	3	1	3	2	4	3	4.
25	1	0	1	1	1	0	0	1	1	3	4	2	4	3	5	8	5	5	6	4	4	7	7	8	4.
26	3	1	1	3	1	5	3	5	7	6	3	2	3	4	4	5	8	8	4	2	5	5	4		5.
27																									
28																									
29																2	6	7	4	3	3	3	3	3	4.
30	2	1	2	0	1	0	0	0	0	3	4	3	3	3	2	4	6	5	2	3	6	4	4	4	3.
MEAN	4.	3.	3.	2.	3.	3.	2.	3.	3.	3.	4.	4.	5.	6.	6.	6.	7.	7.	6.	4.	4.	4.	4.	5.	

TOTAL NUMBER OF OBSERVATIONS = 6082 MEAN = 4.

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. = 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	9	8	12	12	12	13	13	14	10	7	13	15	15	11	8	11	9	9	9	9	4	5	4	8	10.
2	9	5	4	3	2	4	2	1	6	5	7	8	6	6	7	7	7	6	7	4	2	2	0	1	5.
3	4	6	7	7	9	8	8	9	7	3	1	4	5	6	7	6	5	9	6	3	3	6	4	7	6.
4	9	9	9	11	13	12	11	11	9	6	3	6	6	6	9	7	10	5	2	2	3	5	6	7	8.
5	9	10	11	11																					11.
6																									
7																									
8																									
9																									
10																									
11														4	5	5	7	8	7	10	8	6	3		7.
12																						1	0	0	1.
13													7	5	5	5	5	6	3	2	1	1	2	0	4.
14	2	1	0	1	2	2	3	2	6	6	2	3	8	4	3	1	0	2	0	2	1	0	0	0	3.
15	0	4	4	2	3	4	3	2	0	0	3	5	4	2	3	4								0	3.
16													3	3											4.
17											3		11	8	7	4	5	4	2	2	1	3	8	4	5.
18	3	9	10	8	7	9	7	6	7	6	2	4	5	4	3	2	2	4	0	1	3	1	6	3	5.
19	0	0	0	0	0	0	0	0	0	0	0	5	8	8	4	7	5	5	2	2	2	0	0	1	2.
20	6	8	8	9	9	3	5	8	5	2	6	6	6	5	4	5	8	9	6	2	1	2	1	1	6.
21	2	2	5	3	4	7	6	6	6	3	0	2	5	5	6	7	4	5	3	2	4	5	3	3	5.
22	2	7	8	8	8	8	8	8	8	5	2	3	5	4	3	6	6	2	0	2	4	7	7	5	6.
23	8	12	9	12	12	12	12	11	8	6	2	3	3	4	5	7	3	6	1	4	3	4	8	7	7.
24	7	8	10	9	9	9	9	7	3	2	6	7	9	7	4	5	4	4	4	3	3	4	1	4	6.
25	2	5	3	5	6	8	9	8	10	7	1	2	3	2	3	5	4	3	1	3	2	7	11	12	5.
26	12	13	13	14	12	14	13	14	11	8	2	3	6	4	5	5	8	9	3	3	3	7	10	11	9.
27	12	11	12	12	10	9	13	4	0	4	12	11	9	8	7	11	7	6	8	4	1	2	1	2	8.
28	2	3	5	4	5	7	8	7	6	6	2	3	5	3	4	9	9	4	2	4	3	1	3	5	5.
29	9	12	12	11	11	11	9	8	7	7	4	2	3	2	5	3	5	5	1	3	3	7	10	8	7.
30	10	10	11	9	11	11	11	10	7	7	2	3	4			6	10	6	2	2	3	8	9	9	8.
MEAN	6.	8.	8.	8.	8.	8.	8.	8.	7.	5.	4.	5.	7.	6.	6.	6.	6.	6.	4.	4.	3.	4.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 5821 MEAN = 6.

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CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. = 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 8 FEET(MPH)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																				4	3	4	1	2	3	4.
18	2	3	4	2	2	1	1	0	1	2				5	5	5	5	5	4	3	2	2			3.
19									2	1	5	7	5	8		6	8	8							6.
20																									
21																									
22																									
23																									
24																									
25																10	9	8	4	4	3	3	3	2	6.
26	4	4	3	3	4	3	3	3	3	6	5	7	5	1	5	5	8	6	6	7	6	2	3	2	5.
27	3	3	1	3	5	9	9	11	9	6	16	16	15	15	11	10	11	12	11	8	2	2	3	3	9.
28	2	1	2	2	2										13	6	8	9	7	8	4	2	2	1	5.
29	2		2	1	2	2	2	3	3	2	2	2	1	0	0	2	2		4	2	3	2	2	3	2.
30	2	2	2	2	1	1	2	1	1	0	1	1	1	2	0	2	2	0	4	2	3	3	2	2	2.
MEAN	3.	3.	3.	3.	3.	4.	4.	4.	4.	3.	6.	7.	6.	5.	6.	6.	7.	7.	6.	5.	4.	3.	3.	3.	

TOTAL NUMBER OF OBSERVATIONS = 1761 MEAN = 5.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 30 FEET(MPH)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																				8	7	8	3	4	6	6.
2	5	7	6	4	5	3	4	2	3	3					7	7	7	7	7	7	6	3	4			6.
3									4	3	7	9	7	10			8	11	11							8.
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
16																										
17																				8	7	8	3	4	6	6.
18	5	7	6	4	5	3	4	2	3	3					7	7	7	7	7	7	6	3	4			6.
19									4	3	7	9	7	10			8	11	11							8.
20																										
21																										
22																										
23																										
24																										
25																	15	13	11	7	8	8	4	5	5	9.
26	6	6	5	6	6	6	5	6	5	9	9	11	8	5	9		9	12	11	10	11	10	5	6	3	8.
27	6	5	3	6	10	14	14	15	13	9	21	21	20	19	15		13	15	16	16	13	6	4			13.
28																										
29																										
30																										
MEAN	6.	6.	5.	6.	8.	8.	8.	8.	7.	7.	13.	14.	12.	11.	11.	11.	12.	12.	10.	9.	7.	4.	5.	5.		

TOTAL NUMBER OF OBSERVATIONS = 1044 MEAN = 9.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 100 FEET(MPH)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																			10	10	12	4	4	6	8.
2	5	8	8	5	4	2	3	3	3	3				7	8	8	7	8	8	9	4	3			6.
3									3	3	7	10	8	11		8	11	12							9.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			10	10	12	4	4	6	8.
18	5	8	8	5	4	2	3	3	3	3				7	8	8	7	8	8	9	4	3			6.
19									3	3	7	10	8	11		8	11	12							9.
20																									
21																									
22																									
23																									
24																									
25																18	14	12	8	12	13	4	4	3	10.
26	5	7	4	6	7	7	6	8	6	10	10	11	9	5	10	10	14	12	12	15	15	10	8	4	9.
27	6	7	5	10	16	20	18	19	15	10	23	24	22	21	16	14	17	18	19	16	8	4	5	5	15.
28	4	2	3	2	3										9	10	12	15	16	16	10	4	4	3	8.
29	3		2	2	2	2	3	5	5	7	6	8	7	6	6	9	8		11	8	4	3	3	5	6.
30	6	5	5	2	7	3	4	2	5	5		7	8	11	7	11	10	7	12	6	4	5	5	4	7.
MEAN	5.	6.	5.	5.	7.	7.	7.	8.	7.	7.	12.	12.	11.	11.	10.	12.	12.	12.	12.	12.	9.	5.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 1755 MEAN = 9.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 200 FEET(MPH)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			10	10	11	5	5	5	8.
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	10.	10.	11.	6.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 72 MEAN = 8.

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CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	122	126	121	106	132	131	138	133	117	106	288	295	303	296	281	286	277	279	300	2	42	116	14	320	66.
2	314	301	320	346	114	347	315	305	298	286	296	289	302	338	332	355	330	348	342	346	94	103	135	124	330.
3	115	113	118	120	120	127	138	148	144	143	317	303	287	297	282	310	293	300	305	10	119	128	114	127	132.
4	121	121	118	122	136	122	122	142	154	143	303	292	299	2	333	331	33	342	14	76	131	136	138	115	102.
5	112	102	120	85	108	133	109	90	127	123	39	299	314	303	293	300	291	293	289	275	325	95	125	117	80.
6	137	130	142	122	126	114	122	125	140	251	318	302	290	308	325	302	297	312	327	79	140	133	129	122	134.
7	119	123	121	110	119	128	125	145	148	150	298	292		1	304	306	312	313	342	99	127	125	130	120	118.
8	125	125	145	148	143	98	145	146	144	313	313	317	306	196	216	253	283	279	236	152	103	107	118	117	163.
9	123	133	121	131	108	116	121	115	133	143	311	314		304	337	245	284	287	304	289	91	109	122	135	130.
10	141	122	124	114	127	125	119	136	127	162	207	208	239	277	309	278	255	271	232	136	101	94	107	112	155.
11	122	135	130	108	118	112	83	115	133	129	292	302	324	310	9	343	325	2	327	312	304	297	281	312	358.
12	299	324	327	314	331	315	302	314	302	297	301	309	296	296						3	91	117	42	113	323.
13	105	117	118	113	126	105	112	111	118	360	310		285	285	298	313	298	319	358	330	25	6	61	117	41.
14	11	114	95	101	128	99	113	124	119	99	104	134	345	131	142	260	261	130	129	178	36	81	72	97	110.
15	112	122	131	105	116	122	100	117	63	359	312	292	281	257	292	324	277	140	107	103	107	52	51	11	83.
16	79	73	95	120	138	143	146	136	135	231	301	336	307	289	294	322	344	349	72	119	135	127	139		105.
17	126	132	140	140	126	111	119	121	133	59	30		115	120	109	171	148	139	147	110	112	113	126	124	123.
18	98	141	142	118	124	104	116	111	137	145	306	12	302	343	360	311	313	295	335	52	116	124	121	127	92.
19	121	132	132	122	129	112	121	112	120	119	310	297	298	307	2	300	309	351	355	63	129	93	113	116	91.
20	131	119																							125.
21	98	117	118	118	114	120	117	121	134	139	141	304	294	299	300	309	309	309	320	75	133	123	106	113	112.
22	119	123	119	119	123	128	124	129	140	134	306	304													127.
23															355	312	248	295	298	105	120	117	132	122	112.
24	122	113	124	138	139	110	111	22	353	342	307	300	290	312	346	12	17	67	83	72	126	99	115	119	70.
25	117	121	122	125	128	135	112	110	149	148	121	331	335	242	291	219	205	213	193	86	109	135	112	130	141.
26	125	111	131	106	101	96	80	140	148	142	95	286	266	311	298	295	290	298	281	94	112	118	122	124	122.
27	110	126	120	116	119	117	125	77	330	325	330	344	330	329	355	335	339	346	338	349	30	95	121	137	37.
28	114	122	124	121	127	138	152	129	134	146	80	321	195	338	299	299	304	249	210	285	112	103	115	103	137.
29	107	117	108	105	101	104	117	114	150	144	120	161	308	289	324	141	275	307	320	110	119	126	113	123	120.
30	123	143	151	130	97	102	100	111	148	146	130	315	288	267	336	307	303	290	317	103	108	105	109	106	117.
MEAN	115.	121.	270.	270.	121.	115.	119.	120.	133.	138.	318.	304.	297.	301.	317.	301.	297.	306.	318.	68.	103.	109.	111.	116.	

TOTAL NUMBER OF OBSERVATIONS = 7895 MEAN = 107.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 21 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	92	92	90	122	106	111	126	86	82	169	240	238	248	274	248	222	207	226	263	322	324	42	299	306	194.
2	300	280	298	69	93	311	299	301	336	322	312	300	290	291	308	304	308	299	298	302	317	107	106	100	313.
3	101	109	134	110	123	134	75	61	299	298	294	291	314	292	320	329	307	262	274	300	108	108	117	126	16.
4	122	134	140	127	25	7	138	337	316	307	299	300	286	324	301	296	279	280	320	110	98	96	87	108	353.
5	134	98	84	90	215	104	159	152	82	88	314	308	292	243	275	259	247	268	252	167	199	116	114	120	169.
6	119	132	130	141	123	134	135	130	322	312	296	308		260	258	259	273	275	271	295	95	101	103	127	182.
7	104	106	131	124	131	120	126	130	118	346	318	314	332	318		270	283	298	276	245	98	102	94	123	109.
8	126	137	134	107	132	189	339	329	299	307	299	303	295	299	174	158	159	232	158	173	95	102	102	105	160.
9	111	116	129	123	114	128	338	67	109	31	301	292	311	283	264	251	265	241	232	91	137	111	102	82	123.
10	85	105	108	129	84	87	77	321	103	104	142			244	251		158	183	130	98	94	100	96	106	113.
11	106	92	97	120	97	47	343	105	93	317	294	309	308	313	315	289	284	313	309					306	345.
12	299	323	254	280	302	307	298	302	305	298	301	310	321	292	301	250	279	239	287	303	117	113	115	93	293.
13	99	108	106	125	110	106	111	119	107	9	307	286	282	279			297	300	298	297	288	103	103	103	82.
14	142	69	93	100	100	83	90	355	86	114	104	85		297	126	266	243	187	104	138	148	92	101	84	107.
15	89	95	113	102	112	151	78	292	109	66	354	290		195	183	158	177	114	100	111	130	126	327	305	117.
16	53	100	104	90	98	89	103	95	298	277	264	237	108	267	268	288	302	323	301	90	91	99	95	115	83.
17	122	108	117	104	37	96	111	120	94	342	297	325	80	88	101	105	166	141	142	99	95	109	91	86	100.
18	102	135	115	125	347	28	78	111	125	71	286	302	301	282	293	267	268	283	277	159	98	97	107	111	96.
19	121	121	112	136	116	97	13	114	112	276	295	275	295	287	283	284	300	295	288	32	101	102	95	104	78.
20	113	112	115	102	318	94	109	115	114	106	317	301	286	292	290	294	298	302	302	300	302	306	103	102	347.
21	120	96	114	116	115	134	138	134	138	86	47	208	301	298	306	305	302	279	287	42	104	101	113	128	103.
22	115	121	117	137	113	120	84	27	307	312	302	298	307	313	329	228	178	272	359	127	106	111	121	115	98.
23	134	118	131	160	142	163	181	228	302	300	27	8	244	10	292	323	278	267	234	98	90	100	101	123	156.
24	129	139	108	48	123	328	27	45	29	299	291	302	309	301	298	292	287	12	44	51	93	106	99	102	28.
25	109	73	120	333	306	90	85	114	344	302	292	261	283	215	290	136	129	130	103	90	92	86	88	81	91.
26	80	5	130	114	131	89	98	83	75	69	72	151	169	235	187	224	240	265	251	125	93	89	102		121.
27																									
28																									
29																56	237	261	272	105	99	111	111	107	120.
30	116	108	135	336	360	6	68	93	99	302	296	291	282	250	209	224	266	259	294	98	97	123	133	118	130.
MEAN	110.	105.	118.	111.	101.	97.	89.	85.	65.	340.	306.	295.	294.	282.	274.	264.	258.	265.	277.	97.	102.	102.	102.	105.	

TOTAL NUMBER OF OBSERVATIONS = 7638 MEAN = 100.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	83	83	96	98	95	96	92	93	85	57	274	269	270	268	256	267	261	269	264	300	60	102	266	266	322,
2	263	264	256	271	121	300	270	287	278	275	267	256	257	322	309	296	270	284	275	291	16	65	330	34	287,
3	68	75	96	95	94	96	94	82	76	78	245	269	261	263	257	272	256	266	258	315	71	88	75	97	85,
4	101	102	100	103	100	99	99	95	91	85	256	259	272	270	266	259	266	283	281	24	53	94	98	91	96,
5	97	98	99	98																					98,
6																									
7																									
8																									
9																									
10																									
11														301	292	298	301	308	273	252	250	263	229		276,
12																						72	31	93	66,
13													250	249	257	266	269	293	284	265	288	92	334	52	280,
14	322	193	84	55	70	63	97	85	80	87	48	102	126	101	112	185	214	114	142	160	228	131	278	332	108,
15	127	75	76	77	86	95	87	87	80	4	264	265	265	246	273	248								115	93,
16													259	266											262,
17											86			92	90	85	92	105	114	97	32	52	65	95	124	88,
18	98	98	90	84	98	102	97	94	87	81	207	254	272	258	306	168	287	247	241	8	64	76	82	127	104,
19	31	34	33	31	33	29	31	29	31	23	76	254	259	267	262	261	291	280	279	20	69	49	43	44	8,
20	83	96	97	96	101	114	73	87	79	347	273	267	249	280	347	271	280	275	279	279	265	243	289	352	308,
21	85	47	81	91	87	93	93	90	85	83	295	251	254	260	255	260	256	255	246	37	71	88	69	71	80,
22	53	99	98	97	99	94	92	96	93	79	283	255	264	253	284	260	265	245	178	47	77	94	97	79	100,
23	96	93	92	96	91	89	98	99	91	87	68	268	255	260	262	261	200	246	247	47	54	76	100	98	102,
24	101	98	97	102	101	97	100	101	75	322	279	271	262	275	296	323	5	352	53	14	49	64	10	55	42,
25	54	67	58	75	91	99	93	94	78	90	55	69	228	185	168	129	80	127	112	20	55	75	93	97	90,
26	94	98	98	99	99	99	101	98	94	88	27	219	260	253	95	114	251	253	212	40	57	64	83	94	99,
27	95	92	92	93	93	90	80	33	312	280	274	303	290	301	321	278	342	288	284	272	330	353	32	61	347.
28	39	67	86	89	94	89	81	86	83	90	63	278	276	271	290	274	264	203	151	81	17	61	49	56	68,
29	88	98	98	97	97	94	102	101	84	84	76	119	209	249	255	306	269	255	238	20	49	79	96	99	98.
30	99	96	87	91	97	97	98	98	86	91	74	261	250			249	255	248	227	42	43	85	95	86	97.
MEAN	81,	89,	89,	89,	93,	90,	91,	86,	78,	63,	320,	259,	255,	263,	277,	260,	269,	262,	242,	4,	43,	78,	58,	76,	

TOTAL NUMBER OF OBSERVATIONS = 5804 MEAN = 73,

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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17																									
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22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 8 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			199	229	240	296	178	156	214.
18	107	131	178	237	150	250	242	333	109	35				10	353	338	325	359	323	296	244	222			299.
19									100	359	310	299	312	316		291	347	353							328.
20																									
21																									
22																									
23																									
24																									
25																244	219	218	227	226	228	41	102	82	206.
26	73	112	82	115	115	114	106	128	109	204	206	228	322	308	249	266	294	303	272	219	220	220	236	237	204.
27	237	226	271	214	221	218	222	258	307	338	325	339	334	348	2	338	345	346	349	1	349	241	232	207	294.
28	247	228	240	225	217										294	296	224	225	221	217	160	61	51	104	222.
29	123		55	355	91	82	71	81	63	139	41	8	30	63	67	313	320		220	199	82	143	217	133	77.
30	166	188	198	207	206	202	211	90	68	55	345	1	359	1	339	302	290	280	226	47	143	165	124	116	180.
MEAN	154.	179.	270.	270.	169.	180.	184.	82.	82.	37.	329.	327.	342.	353.	337.	298.	299.	301.	247.	240.	205.	198.	172.	143.	

TOTAL NUMBER OF OBSERVATIONS = 1750 MEAN = 253.

(626-C) 11

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 30 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			191	208	215	310	151	146	194.
18	110	122	155	178	139	272	275	43	102	36				13	349	339	318	3	320	309	256	227			342.
19									94	360	306	307	310	316		287	343	350							328.
20																									
21																									
22																									
23																									
24																									
25																	237	208	206	213	205	206	42	104	91 186.
26	81	107	88	114	111	113	102	122	103	194	192	219	319	310	236	259	290	297	257	209	210	216	211	189	186.
27	206	194	225	191	206	207	212	245	289	330	322	336	331	345		338	344	345	346	360	352	236	215	184	279.
28	231	249	233	172	189										266	290	213	215	213	207	156	81	92	114	202.
29	111		44	357	83	100	119	91	67	131	43	20	47	71	31	324	305		212	175	85	128	200	114	82.
30	142	160	170	177	185	133	190	74	65	46	357	360	340	358	355	297	286	283	216	69	132	143	125	114	117.
MEAN	142.	163.	270.	270.	154.	152.	176.	90.	81.	38.	334.	331.	338.	353.	324.	297.	293.	300.	236.	211.	188.	176.	157.	135.	

TOTAL NUMBER OF OBSERVATIONS = 1746 MEAN = 198.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 100 FEET
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			179	196	204	226	150	139	182.
18	108	105	125	146	111	266	276	39	55	26				7	340	322	310	354	315	322	317	252			355.
19									64	344	297	292	301	307		277	331	338							318.
20																									
21																									
22																									
23																									
24																									
25																227	197	194	199	189	191	159	104	124	178.
26	105	116	93	103	106	105	101	117	113	189	186	212		292	226	249	278	285	250	204	208	216	206	198	179.
27	200	194	177	189	195	196	203	234	277	318	313	326	320	335	349	323	331	333	335	349	342	234	217	142	275.
28	120	245	148	82	166										256	279	203	204	206	196	166	145	175	142	182.
29	98		159	126	64	103	98	108	67	120	17	7	35	30	36	311	306		205	187	59	93	315	95	75.
30	123	142	150	171	78	150	184	117	69	41	345	346	334	340	322	291	275	289	204	222	119	129	114	137	131.
MEAN	123.	155.	270.	270.	118.	154.	167.	113.	68.	25.	321.	317.	335.	338.	319.	285.	284.	293.	227.	215.	183.	184.	169.	139.	

TOTAL NUMBER OF OBSERVATIONS = 1748 MEAN = 186.

II C-951

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 200 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEA
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			193	212	225	231	197	170	204
18	135	119	139	168	146	281	254	77	78	50				4	346	335	316	356	320	334	340	280			359
19									224	314	301	297	303	312		290	338	345							304
20																									
21																									
22																									
23																									
24																									
25																233	210	207	204	203	205	203	169	209	205
26	192	177	153	161	147	131	121	128	147	204	202	224	317	288	239	264	295	299	255	211	217	234	235	233	210
27	223	217	214	214	216	213	216	242	289	323	318	332	327	342	354	332	338	340	343	358	357	327	226	140	292
28	191	62	138	143	203										269	283	218	217	220	213	197	200	214	223	206
29	177		211	199	188	201	177	170	111	142	16	13	44	53	51	320	344		216	204	218	112	337	130	153
30	138	153	184	218	139	181	208	206	107	53		350	332	341	334	292	281	303	217	218	160	159	155	200	200
MEAN	176,	149,	270,	270,	173,	199,	198,	168,	134,	24,	308,	322,	333,	342,	327,	294,	297,	303,	237,	226,	220,	217,	208,	186,	

TOTAL NUMBER OF OBSERVATIONS = 1757 MEAN = 227.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	57	55	52	51	50	49	47	49	56	69	76	77	77	78	78	78	79	78	77	74	71	68	66	58	66.
2	52	48	46	45	45	46	43	42	44	48	51	55	60	63	64	66	67	61	66	64	56	49	44	40	53.
3	38	36	35	34	32	31	31	34	42	53	60	64	67	69	71	73	74		72	68	58	53	49	46	52.
4	44	42	41	40	39	38	37	39	48	58	65	69	71	74	75	76	77	77	77	70	60	57	55	56	58.
5	55	54	52	50	50	49	48	50	57	64	72	73	75	76	78	79	78	79	78	75	70	63	56	53	64.
6	50	48	46	44	42	40	39	41	49	59	65	72	74	75	77	77	77	77	77	72	64	61	57	53	60.
7	49	47	45	44	41	39	38	41	49	60	69	72		76	77	77	78	79	75	70	61	56	53	50	59.
8	48	48	46	47	47	46	50	52	55	55	65	77	79	78	79	79	80	81	80	76	66	63	61	58	64.
9	55	53	52	51	50	50	49	50	58	68	75	79		89	82	93	92	92	89	87	79	74	70	69	70.
10	70	66	63	61	63	63	64	68	70	79	86	88	89	78	86	86	87	85	84	82	77	74	74	69	76.
11																									
12																				50	39	34	31	26	36.
13	24	23	23	23	22	21	20	20	26	34	39		49	52	56	58	62	61	60	57	53	48	43	42	40.
14	41	43	40	37	36	37	38	40	41	44	47	52	51	44	49	54	58	57	55	53	49	45	44	45	46.
15	44	45	45	44	43	43	43	43	43	46	48	49	51	51	51	54	58	51	47	46	47	47	45	45	47.
16	45	45	43	42	41	40	41	42	43	47	52	55	58	61	63	65	68	69	67	59	54	49	45		52.
17	40	38	37	35	34	33	30	31	38	47	55		65	66	47	67	69	69	64	55	51	47	45	43	49.
18	42	39	39	38	36	35	34	36	43	52	59	52	63	66	64	68	69	71	70	63	54	50	46	44	52.
19	42	41	39	38	37	36	35	35	42	52	60	64	67	71	74	74	76	76	74	63	54	48	44	40	54.
20	39	38																							39.
21	35	33	31	30	28	27	26	27	34	43	51	56	60	64	65	67	68	68	65	58	50	45	41	39	47.
22	37	35	34	34	32	32	31	32	38	48	55	60													39.
23															72	73	74	72	67	58	50	47	44	42	60.
24	40	39	38	38	37	36	35	33	37	47	53	58	63	67	70	70	70	69	67	59	52	47	43	42	51.
25	42	40	40	38	37	36	35	36	43	52	63	67	68	67	66	65	66	68	65	55	49	45	42	42	52.
26	41	40	39	37	37	36	35	36	43	52	62	65	65	67	68	69	70	69	65	59	52	47	43	40	52.
27	39	37	35	34	34	33	34	38	44	50	50	47	48	48	48	49	49	48	46	41	40	35	30	28	41.
28	26	24	23	22	21	21	22	21	27	37	47	50	53	55	57	58	59	60	57	52	46	41	37	35	40.
29	32	30	29	27	26	24	24	25	33	45	57	60	61	62	64	65	66	65	61	50	44	39	35	33	44.
30	31	30	30	29	29	27	27	27	35	46	58	63	65	66	67	68	72	68	64	50	46	41	38	36	46.
MEAN	43.	42.	41.	39.	38.	38.	37.	38.	44.	53.	60.	64.	65.	67.	68.	70.	71.	70.	69.	62.	56.	51.	48.	46.	

TOTAL NUMBER OF OBSERVATIONS = 7440 MEAN = 53.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 21 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	57	55	52	50	49	48	46	49	57	71	76	77	78	79	79	79	80	81	79	74	71	70	64	55	66
2	50	48	47	46	45	45	43	43	46	49	52	55	59	62	64	66	67	67	66	60	56	48	44	40	53
3	37	35	34	33	31	31	29	31	41	50	58	64	67	70	72	74	75	75	74	68	57	51	46	44	52
4	42	41	40	38	35	33	33	34	43	54	64	69	72	74	76	77	78	78	77	71	60	56	57	57	57
5	54	53	52	51	47	44	46	48	58	67	70	72	77	78	80	80	80	80	79	76	71	63	55	51	64
6	48	45	43	41	40	37	36	39	47	55	66	72		75	76	77	78	78	78	77	71	63	60	57	59
7	52	47	45	43	41	38	37	36	39	48	57	66	73	75		78	79	80	79	76	71	60	56	51	58
8	50	47	47	47	46	45	42	44	46	48	55	65	74	78	79	80	82	82	82	81	76	66	59	56	62
9	54	51	50	49	48	46	43	41	44	54	60	68	78	81	81	83	83	83	82	78	73	67	63	63	64
10	62	58	55	54	58	55	55	51	61	73	76			82	83		87	87	83	77	76	73	71	67	69
11	64	64	64	64	62	61	57	56	61	66	71	74	78	78	78	78	75	66	61					54	67
12	51	51	51	51	51	49	46	46	47	47	46	46	46	46	46	47	51	51	49	43	38	32	30	27	46
13	24	23	22	21	20	19	18	18	25	34	40	44	48	52			57	57	55	52	48	43	39	36	36
14	36	40	37	34	35	36	36	36	38	42	46	49		45	48	52	47	55	52	50	45	41	42	42	43
15	42	41	41	42	42	41	42	42	42	42	47	46		50	48	54	59	54	47	46	48	47	46	46	46
16	46	45	44	43	42	41	42	42	44	48	52	56	59	61	63	67	67	69	67	59	52	49	44	43	52
17	38	37	35	34	32	30	28	29	35	44	52	58	63	62	63	65	66	68	62	55	48	44	41	42	48
18	41	39	36	36	31	30	31	30	38	50	56	61	63	64	68	68	67	57	66	60	50	45	41	39	49
19	38	38	37	36	35	33	29	30	39	49	56	61	66	69	71	72	73	72	68	60	49	46	41	37	51
20	35	35	34	33	29	29	27	28	36	46	51	55	59	61	63	65	66	65	61	56	51	49	43	37	47
21	34	32	30	28	26	26	25	26	33	43	51	56	60	63	66	68	69	69	65	58	47	43	40	38	46
22	35	33	31	31	31	29	28	29	35	46	53	59	66	67	68	66	68	68	64	55	49	43	41	40	48
23	38	37	37	36	35	36	36	36	42	51	61	64	68	68	67	69	68	70	65	56	49	43	41	40	51
24	38	37	36	36	35	31	28	27	36	46	53	59	62	67	68	69	68	65	67	58	48	44	40	39	49
25	37	36	36	33	30	29	27	29	39	48	56	65	68	68	68	65	65	68	63	54	46	44	42	42	49
26	41	37	36	37	37	36	36	36	42	53	61	64	65	67	68	68	69	67	67	60	54	44	41		52
27																									
28																									
29																66	66	64	61	47	41	36	34	31	49
30	31	29	28	25	20	16	14	16	27	38	49	60	63	67	68	68	68	65	64	52	45	40	37	36	43
MEAN	44.	42.	41.	40.	39.	37.	36.	37.	43.	51.	57.	62.	66.	67.	69.	70.	70.	70.	68.	62.	55.	50.	47.	45.	

TOTAL NUMBER OF OBSERVATIONS = 7646 MEAN = 53.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	58	56	55	53	52	51	49	50	56	68	77	79	79	80	79	78	80	80	78	75	71	68	65	61	67.
2	54	50	47	46	45	46	45	44	48	52	55	58	64	67	68	69	70	70	69	64	56	49	45	41	56.
3	40	38	38	40	35	33	33	35	43	53	65	68	70	72	74	76	77	77	75	69	59	56	51	49	56.
4	46	45	43	42	41	40	39	41	49	58	69	73	74	76	77	79	79	80	79	71	62	59	58	57	60.
5	54	55	54	53																					55.
6																									
7																									
8																									
9																									
10																									
11														81	80	79	79	71	66	58	54	53	51		67.
12																						34	30	28	31.
13													58	60	64	66	67	65	63	59	54	49	45	44	58.
14	43	45	42	38	37	39	40	41	44	46	48	53	56	45	50	58	61	58	55	54	51	47	46	46	48.
15	45	45	46	46	45	45	45	45	45	48	51	52	52	52	53	60								45	49.
16												60	64												63.
17											59		67	69	71	73	73	71	65	58	52	49	48	43	62.
18	42	43	41	41	40	39	38	38	44	52	65	69	70	73	75	77	76	74	73	63	55	51	48	44	56.
19												69	73	74	78	79	79	79	76	64	55	49	46	42	67.
20	42	42	41	39	39	37	33	33	39	49	56	61	65	69	72	72	72	71	68	62	56	53	48	42	53.
21	39	37	36	34	32	31	30	31	37	46	58	65	68	71	73	73	75	75	70	60	54	51	47	46	52.
22	42	40	39	38	37	36	35	35	41	50	63	70	72	73	75	75	73	76	72	60	54	51	48	45	55.
23	42	41	40	39	39	39	38	39	45	54	68	67	73	73	74	73	74	74	69	60	53	49	48	46	55.
24	44	43	41	41	40	40	40	39	44	52	57	62	66	71	72	74	73	70	68	60	53	51	46	44	54.
25	43	42	42	41	42	40	39	38	44	53	64	71	72	68	66	65	67	70	66	55	50	47	46	44	54.
26	43	42	40	40	39	39	38	38	43	52	64	68	68	68	67	68	70	72	65	56	52	48	45	44	53.
27	41	39	37	37	35	34	35	36	42	49	53	49	50	51	52	51	51	51	48	44	40	35	31	28	43.
28	27	26	26	25	24	24	23	24	30	38	50	55	57	59	62	62	62	63	59	53	45	39	37	36	42.
29	35	34	32	31	29	29	28	28	35	45	57	64	67	68	69	71	73	71	66	54	47	43	42	39	48.
30	36	36	35	33	33	32	31	31	39	49	61	70	72			76	75	74	67	56	50	47	44	41	50.
MEAN	43.	42.	41.	40.	38.	38.	37.	38.	43.	51.	60.	65.	67.	68.	69.	71.	72.	71.	68.	60.	54.	49.	47.	44.	

TOTAL NUMBER OF OBSERVATIONS = 5683 MEAN = 54.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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22																									
23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 8 FEET(DEG F)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																			63	58	51	50	49	48	53.
2	47	45	46	45	43	42	41	42	50	59				74	73	76	75	75	65	63	57	54			57.
3									51	56	64	68	73	75		80	77	76							68.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			63	58	51	50	49	48	53.
18	47	45	46	45	43	42	41	42	50	59				74	73	76	75	75	65	63	57	54			57.
19									51	56	64	68	73	75		80	77	76							68.
20																									
21																									
22																									
23																									
24																									
25																65	67	72	67	54	52	51	50	49	59.
26	48	49	48	48	47	46	41	45	52	63	70	73	71	70	69	73	73	72	67	61	56	48	50	48	58.
27	47	42	45	44	44	48	47	53	52	53	52	52	53	54	56	56	53	51	46	41	39	36	33	32	48.
28	30	29	28	28	28										66	58	65	60	52	48	45	39	40	40	43.
29	40		35	37	35	34	34	41	54	64	69	71	72	74	74	72	67		55	49	45	45	44	43	53.
30	44	44	17	43	38	41	40	47	58	68	73	75	76	77	77	71	69	64	55	50	49	49	48	47	55.
MEAN	44.	43.	37.	41.	39.	42.	41.	46.	53.	61.	65.	68.	69.	71.	70.	69.	69.	67.	59.	53.	50.	47.	45.	44.	

TOTAL NUMBER OF OBSERVATIONS = 1745 MEAN = 54.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 30 FEET(DEG F)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18															72	70	75	75	66	66	62	60			69.
19									52	55	65	67	73	74		79	77	75							68.
20																									
21																									
22																									
23																									
24																									
25																66	69	72	61	61	57	55	54	53	61.
26	54	52	45	51	50	49	39	48	54	63	69	72	71	69	70	73	73	64	69	63	59	46	55	53	59.
27	53	49	44	49	50	51	44	55	49		53	51	52	52	53	48	53	51	47	44	41	39	37	36	48.
28	25	33	33	32	33										56	57	64	61	54	50	48	42	44	40	45.
29	37		38	41	40	39	40	44	54	64	68	70	71	73	73	67	69		56	53	50	49	48	47	55.
30	50	48	48	47	40	44	44	50	59	67		74	75	75	76	73	70	66	59	55	53	53	52	52	58.
MEAN	45.	46.	42.	45.	43.	46.	42.	50.	54.	63.	64.	67.	69.	69.	68.	67.	69.	67.	59.	57.	53.	49.	49.	47.	

TOTAL NUMBER OF OBSERVATIONS = 1545 MEAN = 56.

II C-95

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 200 FEET(DEG F)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 MEAN
1																								
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
16																								
17																			63	61	60	57	54	54 59.
18	51	51	51	52	50	48	47	47	53	57				68	67	70	70	71	63	64	61	59		58.
19									60	56	62	63	68	69		74	74	73						67.
20																								
21																								
22																								
23																								
24																								
25																64	65	68	58	62	61	58	55	55 61.
26	55	54	47	53	53	52	43	51	55	60	64	66	66	66	67	69	63	61	67	63	61	49	58	57 59.
27	56	52	46	51		55		54	51	51	49	47	48	49	49	44	49	48	45	42	40	39	37	36 48.
28	28	33	32	30	34										60	53	60	57	54	50	48	43	46	45 45.
29	38		40	43	43	42	42	48	54	59	62	64	65	67	67	63			57	56	52	49	49	54.
30	52	50	49	46	41	45	48	52	58	63			70	70	71	69	67	64	60	58	54	52	53	53 57.
MEAN	47.	48.	45.	46.	44.	49.	45.	51.	55.	58.	60.	61.	64.	65.	64.	64.	65.	64.	59.	58.	55.	51.	51.	50.

TOTAL NUMBER OF OBSERVATIONS = 1702 MEAN = 55.

II C-940

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. = 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	27	29	32	34	36	39	41	43	42	35	26	24	23	22	22	22	22	21	21	21	24	26	30	38	30.
2	55	65	69	73	73	71	81	85	77	70	63	56	48	41	37	34	32	30	29	29	30	34	38	44	53.
3	52	59	65	67	70	74	74	70	59	46	37	32	30	28	26	24	24	23	23	22	23	25	26	29	43.
4	31	34	37	40	42	45	47	49	45	38	32	29	26	24	24	23	22	22	22	23	25	29	32	34	33.
5	35	36	38	40	41	42	45	44	42	37	32	29	28	27	25	23	23	23	23	25	28	33	44	50	34.
6	56	58	60	62	63	63	65	65	54	43	36	29	26	24	23	22	22	22	22	22	24	25	27	30	40.
7	32	36	40	42	44	47	50	50	45	38	31	26		22	22	21	21	20	21	21	23	26	28	30	32.
8	33	35	37	38	39	39	38	37	36	37	35	28	25	25	26	25	25	24	23	23	26	30	33	37	32.
9	43	48	51	54	55	56	57	58	51	40	35	29		25	24	23	23	23	23	23	24	26	30	34	38.
10	36	40	46	51	52	49	49	46	49	42	31	28	26	26	26	25	24	24	24	25	27	30	31	34	36.
11	44	43	46	46	46	47	52	57	54	44	39	36	32	32	31	30	30	33	52	82	91	94	96	97	53.
12	96	96	98	97	96	94	93	93	93	92	89	84	80	79						59	67	83	88	96	89.
13	99	99	100	100	100	100	100	99	86	77	66		52	45	38	32	29	28	27	27	28	32	41	50	63.
14	56	52	60	69	74	74	73	70	73	85	85	73	70	92	85	73	60	62	66	72	83	92	95	96	75.
15	95	91	90	92	93	93	97	99	99	96	89	84	82	86	89	78	64	78	96	96	95	96	99	100	91.
16	100	100	100	100	100	100	100	99	98	89	83	71	61	54	47	38	29	25	26	39	56	74	85		73.
17	92	95	96	97	99	99	100	99	88	68	50		27	25	25	24	23	22	26	45	61	72	78	79	66.
18	83	86	85	90	93	95	96	95	80	59	42	60	34	29	27	25	25	24	24	26	42	58	66	73	59.
19	75	76	79	81	82	85	86	87	74	54	40	34	29	26	22	21	20	18	18	19	25	33	44	57	50.
20	65	68																							67.
21	75	80	84	88	91	92	94	94	81	61	45	38	35	30	27	25	24	23	24	26	34	47	58	63	56.
22	67	73	75	77	81	81	84	82	71	54	43	36													70.
23															25	24	24	24	25	28	40	50	58	62	36.
24	68	70	74	75	77	80	82	86	78	61	48	40	33	28	24	23	22	21	22	25	32	41	51	56	51.
25	58	66	71	77	79	82	85	84	70	55	39	32	28	26	25	25	25	24	24	28	36	48	57	59	51.
26	60	61	63	68	71	74	77	77	66	53	37	31	28	26	24	23	21	20	20	23	27	32	41	50	45.
27	56	60	62	62	60	60	57	54	47	36	31	30	30	30	30	30	30	31	33	35	40	52	65	70	46.
28	76	81	85	87	88	89	87	89	80	62	45	37	33	30	27	26	25	25	25	26	29	33	38	43	53.
29	48	54	57	58	60	61	63	63	53	43	31	26	24	22	21	21	22	20	20	20	21	23	26	30	37.
30	33	37	39	41	43	44	46	47	44	38	29	23	21	20	19	18	23	18	18	19	21	23	26	29	30.
MEAN	61.	63.	66.	68.	70.	71.	73.	73.	66.	56.	47.	40.	38.	35.	32.	29.	27.	27.	29.	34.	39.	46.	52.	55.	

TOTAL NUMBER OF OBSERVATIONS = 7892 MEAN = 50.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. = 21 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	26	28	30	32	36	39	42	43	40	31	23	20	19	19	19	19	18	17	17	18	21	23	28	46	28.
2	63	67	70	71	73	76	82	81	73	67	60	54	49	43	38	34	31	29	28	29	31	35	39	45	53.
3	55	62	67	69	72	74	75	73	63	48	38	31	28	26	24	23	22	20	19	19	21	23	26	29	43.
4	33	35	38	40	43	48	50	51	47	39	31	26	24	22	22	21	20	20	20	20	23	27	29	30	32.
5	33	34	35	37	40	48	49	48	41	34	28	27	25	24	21	20	20	20	20	20	21	26	32	45	56	33.
6	60	63	64	66	66	68	68	67	57	45	35	27		23	22	21	20	19	19	19	20	22	24	27	41.
7	30	33	38	43	46	50	52	56	55	47	39	31	24	21		19	19	18	18	18	19	22	25	28	33.
8	31	34	36	37	38	39	41	42	43	47	41	33	26	23	22	22	22	21	21	19	19	23	29	36	31.
9	40	48	51	54	57	60	63	67	66	55	45	36	28	23	22	21	21	21	20	21	22	24	29	32	39.
10	34	38	45	49	46	49	52	62	49	34	26			22	22		20	19	20	22	24	27	29	33	35.
11	41	44	45	47	47	49	58	64	57	47	38	33	30	28	29	28	26	35	52					81	44.
12	93	93	93	92	92	93	94	93	92	93	91	89	87	73	83	78	74	69	45	48	64	82	88	93	83.
13	95	96	96	96	96	96	96	96	93	75	62	55	50	42			26	26	25	26	30	36	47	59	65.
14	61	55	61	70	73	75	73	69	65	74	78	72		87	74	62	51	51	60	67	79	86	91	91	71.
15	91	91	87	91	90	91	91	91	91	91	84	81		79	88	76	57	67	91	91	91	91	91	91	87.
16	87	91	91	91	91	91	91	91	91	88	76	64	53	49	39	32	25	21	21	33	59	66	83	87	67.
17	91	92	92	92	92	92	92	92	89	71	52	40	25	22	19	19	19	18	19	30	56	72	76	77	60.
18	77	81	85	88	91	92		92	86	61	45	35	29	25	22	19	20	19	19	21	37	61	69	77	55.
19	78	78	81	84	84	86	92	90	76	56	42	30	24	21	18	16	15	14	15	16	23	32	43	59	59.
20	68	71	73	74	83	84	86	86	73	53	47	41	36	33	30	27	25	24	24	27	33	38	50	69	53.
21	75	81	85	87	90	91	91	90	79	61	43	34	29	25	22	20	19	18	19	21	32	47	60	65	54.
22	71	75	77	80	80	83	85	84	74	55	41	31	27	24	22	22	23	21	22	28	42	62	69	71	53.
23	72	74	72	74	75	75	75	76	67	58	39	28	22	19	19	19	19	17	18	25	39	53	62	65	49.
24	66	68	71	75	78	86	88	88	77	56	38	29	23	21	19	16	16	16	16	18	26	39	53	57	48.
25	60	63	69	71	80	84	86	85	74	59	44	28	22	19	19	18	19	17	19	22	33	47	52	54	48.
26	55	60	65	67	69	70	73	72	57	45	31	23	21	19	16	16	13	13	13	16	20	26	39		39.
27																									
28																									
29																13	14	13	13	13	15	18	21	24	18.
30	27	30	34	36	40	50	60	60	50	40	31	23	17	14	13	13	13	13	13	14	17	19	23	26	29.
MEAN	61.	63.	65.	68.	70.	72.	74.	75.	68.	57.	47.	39.	32.	32.	30.	27.	25.	25.	25.	27.	35.	42.	49.	56.	

TOTAL NUMBER OF OBSERVATIONS = 7614 MEAN = 49.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO, - 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	31	33	34	36	38	39	42	45	45	39	30	28	27	26	26	27	26	26	26	26	28	31	35	40	33.
2	55	69	75	79	80	77	80	85	76	69	62	57	48	42	40	38	36	35	34	34	35	39	44	52	56.
3	59	66	69	68	71	74	76	73	61	51	39	33	32	30	30	29	28	27	27	27	28	29	31	33	46.
4	34	36	38	40	42	44	46	48	47	42	35	31	29	28	28	27	27	26	26	27	30	32	34	36	35.
5	37	38	39	40																					38.
6																									
7																									
8																									
9																									
10																									
11														35	35	35	35	37	49	64	93	96	98		61.
12																						90	98	99	96.
13													51	43	36	33	31	31	31	31	33	38	46	53	38.
14	59	56	63	74	81	79	79	76	80	92	91	79	67	94	88	71	62	65	77	82	85	91	96	96	79.
15	96	93	91	91	92	93	97	100	100	97	88	85	87	90	90	75								96	92.
16												74	58												64.
17											53		33	31	29	28	27	27	33	50	68	75	75	79	47.
18	83	84	89	90	93	93	95	95	83	69	47	39	35	31	28	27	28	28	28	34	50	63	70	73	61.
19												36	31	29	26	25	24	23	23	25	31	40	53	65	33.
20	69	66	67	71	71	77	88	87	75	59	49	45	41	35	32	32	31	31	31	32	36	43	53	69	54.
21	79	82	86	88	92	93	94	93	81	65	47	39	36	32	29	28	27	27	27	30	39	45	54	56	57.
22	67	72	73	76	79	82	84	82	71	59	43	35	32	31	29	29	30	29	29	37	50	57	61	61	55.
23	71	72	73	76	74	76	78	79	71	58	43	40	29	28	27	28	28	27	29	32	42	52	57	60	52.
24	65	68	71	75	76	78	79	80	73	61	51	44	38	32	29	27	27		28	31	38	43	52	60	54.
25	68	73	76	79	77	80	83	84	73	59	45	34	31	31	32	33	32	30	31	36	45	55	57	60	55.
26	64	64	68	69	72	75	77	78	71	59	43	35	32	31	31	30	28	25	25	27	32	36	42	50	49.
27	57	62	65	64	64	66	64	62	56	46	38	36	35	35	35	34	35	37	38	41	48	62	76	82	52.
28	84	88	88	89	91	91	91	90	80	66	49	39	36	34	32	30	29	29	29	30	33	38	44	49	57.
29	53	54	56	57	58	58	59	59	55	47	38	30	27	25	25	24	23	23	23	23	25	27	29	30	39.
30	33	35	37	39	41	42	43	45	43	39	33	26	23			21	21	21	21	22	24	26	27	29	32.
MEAN	61.	64.	67.	69.	72.	74.	76.	76.	69.	60.	49.	43.	39.	38.	36.	34.	31.	31.	32.	37.	43.	51.	56.	59.	

TOTAL NUMBER OF OBSERVATIONS = 5670 MEAN = 52.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 MEAN
1																								
2																								
3																								
4																								
5																								
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24																								
25																								
26																								
27																								
28																								
29																								
30																								
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 8 FEET
TRAILER NO, = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			32	37	44	48	48	49	44.
18	53	57	57	59	63	64	65	66	59	46				29	27	27	27	26	26	30	33	36			46.
19									45	35	31	29	27	26		24	22	22							30.
20																									
21																									
22																									
23																									
24																									
25																28	27	26	26	29	32	33	35	35	31.
26	37	38	40	41	43	45	44	47	42	34	29	27	26	26	23	23	21	20	23	27	28	29	30	30	33.
27	28	28	27	29	29	30	28	30	28	25	24	23	23	23	24	23	24	27	30	35	43	47	50	54	31.
28	50	60	62	65	66										23	20	22	24	26	29	30	30	32	31	40.
29	29		31	34	34	35	35	34	29	22	20	19	19	19	18	18	17		19	21	22	23	23	24	25.
30	23	23	23	23	21	23	24	24	23	20	19	18	18	17	18	18	18	18	19	20	21	21	21	22	21.
MEAN	38.	42.	41.	42.	43.	40.	40.	41.	38.	30.	26.	24.	23.	24.	22.	23.	23.	23.	26.	29.	32.	33.	35.	35.	

TOTAL NUMBER OF OBSERVATIONS = 1737 MEAN = 32.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 30 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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11																									
12																									
13																									
14																									
15																									
16																									
17																									
18															27	27	27	27	26	28	31	33			28.
19									46	37	32	30	28	27		24	23	22							31.
20																									
21																									
22																									
23																									
24																									
25																29	28	27	28	30	33	34	35	36	32.
26	37	39	42	43	45	47	46	49	44	37	32	29	29	29	25	25	22	21	23	28	30	31	31	29	34.
27	28	27	27	28	28	28	27	28	26	25	23	23	23	24	25	24	25	29	32	35	42	46	50	53	31.
28	48	57	59	61	61										24	21	24	24	27	30	31	31	32	30	39.
29	30		27	29	30	31	31	29	27	23	21	20	20	20	20	19	20		21	22	23	24	24	24	25.
30	23	23	23	23	21	23	24	24	23	22		20	20	20	20	20	20	20	20	22	22	22	22	22	22.
MEAN	34.	37.	36.	37.	38.	33.	32.	33.	34.	29.	27.	25.	24.	24.	24.	24.	24.	25.	26.	29.	31.	32.	33.	33.	

TOTAL NUMBER OF OBSERVATIONS = 1536 MEAN = 30.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 100 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
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7																									
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9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			30	32	34	39	38	41	36.
18	46	51	50	47	51	52	54	56	56	52				33	29	29	28	28	26	28	29	31			41.
19									43	37	34	32	30	28		24	23	21							31.
20																									
21																									
22																									
23																									
24																									
25																29	28	28	27	29	29	30	31	32	30.
26	33	35	36	37	38	39	38	41	41	37	34	32	31	30	25	25	21	20	22	27	28	28	27	25	32.
27	24	23	23	24	24	25	24	27	25	24	22	22	23	23	25	24	25	29	31	34	42	44	45	47	29.
28	43	52	52	52	51										26	22	24	25	27	29	29	27	27	26	35.
29	26		25	26	26	26	26	26	27	23	21	21	20	20	20	18	19		20	21	21	21	21	21	23.
30	21	21	20	20	18	20	21	21	23	21		19	19	19	19	19	19	19	20	20	20	20	20	20	20.
MEAN	33.	37.	35.	34.	35.	33.	33.	35.	36.	33.	28.	26.	25.	26.	24.	24.	24.	24.	26.	28.	29.	30.	31.	31.	

TOTAL NUMBER OF OBSERVATIONS = 1730 MEAN = 30.

CORPORATION

DIURNAL VARAITON OF RELATIVE HUMIDITY AT 200 FEET
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																			37	39	40	44	47	49	43.
2	53	57	57	56	58	60	63	64	57	52				37	34	34	33	33	32	34	36	38			47.
3									47	38	37	36	34	33		30	29	27							35.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			37	39	40	44	47	49	43.
18	53	57	57	56	58	60	63	64	57	52				37	34	34	33	33	32	34	36	38			47.
19									47	38	37	36	34	33		30	29	27							35.
20																									
21																									
22																									
23																									
24																									
25																35	33	33	33	34	35	36	37	38	35.
26	40	42	43	45	45	46	44	47	44	41	39	36	35	35	31	31	27	26	29	33	34	33	32	31	37.
27	31	30	30	30	30	32	31	34	32	31	29	29	28	30	31	30	31	35	38	42	50	53	55	58	36.
28	52	61	65	66	66										31	27	31	31	34	35	36	34	35	34	44.
29	34		33	35	35	35	35	33	33	29	28	27	26	26	26	24			27	28	28	28	29	29	30.
30	28	28	28	28	26	29	29	28	28	27		25	25	25	26	25	25	25	26	27	27	27	27	27	27.
MEAN	41.	44.	44.	44.	43.	41.	41.	42.	41.	36.	34.	31.	30.	31.	30.	30.	30.	30.	32.	34.	36.	37.	38.	38.	

TOTAL NUMBER OF OBSERVATIONS = 1730 MEAN = 36.

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 20 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOT
1																									
2																									
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24																									
25																									
26																									
27																									
28																									
29																									
30																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 21 PERIOD(9/ 1/74 TO 9/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 TOTAL
1																								
2																								
3																								
4																								
5																								
6																								
7																								
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9																								
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21																								
22																								
23																								
24																								
25																								
26																								
27																								
28																								
29																								
30																								
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

II C-950

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 22 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
30																									
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

II C-951

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOT
1																									
2																									
3																									
4																									
5																									
6																									
7																									
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21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 534 TOTAL = 0.

II C-952

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 24 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTA
1																									
2																									
3																									
4																									
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25																									
26																									
27																									
28																									
29																									
30																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL SOLAR RADIATION(LANGLEY)
TRAILER NO. = 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
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30																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

TEMPERATURE CHANGE FROM 30' TO 100' (DEG F*10)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																			-39	-39	-39	-39	-39	-39	-39.
2	-39	-39	-39	-39	-39	-39	-39	-39	-39	-39				-39	-39	-39	-39	-39	-39	-39	-39	-39			-39.
3									-39	-39	-39	-39	-39	-34		- 7	- 6	- 1							-28.
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																			-39	-39	-39	-39	-39	-39	-39.
18	-39	-39	-39	-39	-39	-39	-39	-39	-39	-39				-39	-39	-39	-39	-39	-39	-39	-39	-39			-39.
19									-39	-39	-39	-39	-39	-34		- 7	- 6	- 1							-28.
20																									
21																									
22																									
23																									
24																									
25																- 7	-13	-11	- 7	15	24	15	24	17	6.
26	17	23	20	28	28	36	30	32	9	0	-15	-14	-12	- 8	- 8	-12	- 9	- 8	- 2	2	14	9	12	8	8.
27	12	5	11	19	29	22	1	1	- 2	- 9	-13	-20	-23	-23	-23	-21	-16	-15	- 5	7	9	13	25	26	1.
28	25	18	25	25	28										-17	-18	-15	-12	- 3	- 2	2	2	4	0	6.
29	11		21	31	36	34	44	44	0	-10	-15	-16	-15	-14	-12	-14	-30		9	13	21	13	20	17	9.
30	16	10	19	6	10	13	23	7	-10	-14	-38	-17	-12	-15	-12	-11	- 7	4	15	14	15	16	21	18	3.
MEAN	7.	4.	9.	12.	16.	14.	12.	9.	-13.	-18.	-23.	-22.	-21.	-22.	-19.	-17.	-17.	-12.	-9.	-4.	1.	1.	10.	7.	

TOTAL NUMBER OF OBSERVATIONS = 1766 MEAN = -4.

II C-955

RADIAN CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	9	10	9	10	*	9	*	10	11	10	10	10	10	10	9	10	12	13	12	16	11	12	9	10	11.
2	11	9	10	9	10	9	10	13	13	12				*	*	*	*	*	10	10	10	*	*	*	9.
3	*	*	*	9	*	*	*	9	*	9	9	11		19	15	19	17	14	18	16	18	19	17	16	12.
4	21	19	14	39	35	36	33	46	62	50	43	41	38	33	36	38	34	41	41	38	36	37	38	37	38.
5	38	42	42								11	14		11		12	12	10	15	15					24.
6	15			*	*	*	15	16	18	17	19	16	25	13	13	17	18	16	17	19	31	21	25	18	17.
7	20	17	14	*	*	*	*	*	23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
8	*	*	*	*	*	*	*	10	13	*	*	*	*	*	*	*	*	*	*	9	13	12	9	*	5.
9	9	*	*	*	*	*	*	*	18	*	*	9	*	*	*			9	11	13	16	13	14	14	9.
10	15	13	14	13	14	15	17	16	20	18	15	16	14	14	15	16	14	14	15	19	20	16	15	17	16.
11	18	16	15	15	16	15	18	19	22	18	17	18	16	16	19	21	23	17	14	13	14	17	16	20	18.
12	18	17	16	16	17	19	19	19	21	19	18	18	17	17	17	18	17	17	17	19	17	19	18	19	18.
13	20	19	17	18	18	17	18	20	23	19	18	19	19	15	16	17	16	17	18	20	18	17	17	17	18.
14	18	18	18	17	19	18	19	20	23	21	16	13	16	15	15	14	14	15	16	16	17	15	17	16	17.
15	17	16	15	15	16	16	16	17	19	16	18	17	15	13	13	12	13	16	18	13	*	*	*	*	14.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	*	12	10	13	11	11	7.
17	10	*	*	*	*	*	15	9	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
18	*	*	*	*	*	*	9	*	*	*				*		*	*	*	*	*	*	*	*	*	3.
19	*	*	*	11	10	11	14	15	19	15	16	17	15	15	13	11	11	13	12	11	11	10	9	12	12.
20	11	10	12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
21	*	*	*	9	*	*	*	*	*	*	*	*	*												2.
22																									
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	9	9	9	3.
29	*	*	9	*	*	*	*	9	*	*	*		*	*	*	*									8.
30	*	*	9	*	*	*	*	*	*	10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
31	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	4.
MEAN	10.	9.	9.	8.	8.	8.	9.	10.	13.	10.	9.	9.	9.	9.	9.	9.	9.	9.	10.	10.	10.	9.	9.	9.	

TOTAL NUMBER OF OBSERVATIONS = 7872. MEAN = 9.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

TEMPERATURE CHANGE FROM 30' TO 200' (DEG F*10)
TRAILER NO. - 23 PERIOD(9/ 1/74 TO 9/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																		-39	-39	-39	-39	-39	-39	-39,	
2	-39	-39	-39	-39	-39	-32	-39	-39	-39	-39				-39	-39	-39	-39	-39	-39	-39	-39			-39,	
3									-38	-32	-39	-39	-39	-30										-37,	
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																		-39	-39	-39	-39	-39	-39	-39,	
18	-39	-39	-39	-39	-39	-32	-39	-39	-39	-39				-39	-39	-39	-39	-39	-39	-39	-39			-39,	
19									-38	-32	-39	-39	-39	-30										-37,	
20																									
21																									
22																									
23																									
24																									
25																	-19	-22	- 8	-14	8	21	- 1	-14	-12	-7,
26	-13	- 1	- 9	-12	3	4	7	11	16	- 7					-16	- 9	-14	-17	-12	- 8	4	6	3	-15	-4,
27	-17	-12	-10	7	25	15	- 6	- 9	-15	-17	-20	-20	-14	-10	- 4	- 5	- 7	-11	-17	-13	-11	-17	-10	- 9	-9,
28	5	-19	-27	-30	-18										- 5	-11	-13	-19	-15	-18	-11	-25	-24	-38	-19,
29	-29		- 7	- 5	- 6	-13	12	47	23	4	16	18	19	15	11	- 2	-30		- 2	4	- 6	-39	-35	-36	-1,
30	-23	-35	-32	-39	-39	-38	- 1	14	16	7	-37	11	12	12	8	- 8	-16	-20	8	5	-29	-38	-30	-23	-13,
MEAN	-19,	-22,	-22,	-20,	-12,	-12,	-6,	5,	-6,	-13,	-19,	-8,	-5,	-9,	-8,	-14,	-20,	-19,	-17,	-13,	-14,	-23,	-22,	-25,	

TOTAL NUMBER OF OBSERVATIONS = 1684 MEAN = -15,

II C-950

ROLAN
CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	9	10	9	10	*	9	*	10	11	10	10	10	10	10	9	10	12	13	12	16	11	12	9	10	11.
2	11	9	10	9	10	9	10	13	13	12				*	*	*	*	*	10	10	10	*	*	*	9.
3	*	*	*	9	*	*	*	9	*	9	9	11		19	15	19	17	14	18	16	18	19	17	16	12.
4	21	19	14	39	35	36	35	46	62	50	43	41	38	35	36	38	34	41	41	38	36	37	38	37	38.
5	38	42	42								11	14		11		12	12	10	15	15					24.
6	15			*	*	*	15	16	18	17	19	16	25	13	13	17	18	16	17	19	31	21	25	18	17.
7	20	17	14	*	*	*	*	*	23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
8	*	*	*	*	*	*	*	10	13	*	*	*	*	*	*	*	*	*	*	9	13	12	9	*	5.
9	9	*	*	*	*	*	*	*	18	*	*	9	*	*	*			9	11	13	16	13	14	14	9.
10	15	13	14	13	14	15	17	16	20	18	15	16	14	14	15	16	14	14	15	19	20	16	15	17	16.
11	18	16	15	15	16	15	18	19	22	18	17	18	16	16	19	21	23	17	14	13	14	17	16	20	18.
12	18	17	16	16	17	19	19	19	21	19	18	18	17	17	17	18	17	17	17	19	17	19	18	19	18.
13	20	19	17	18	18	17	18	20	23	19	18	19	19	15	16	17	16	17	18	20	18	17	17	17	18.
14	18	18	18	17	19	18	19	20	23	21	16	13	16	15	15	14	14	15	16	16	17	15	17	16	17.
15	17	16	15	15	16	16	16	17	19	16	18	17	15	13	13	12	13	16	18	13	*	*	*	*	14.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	*	12	10	13	11	11	7.
17	10	*	*	*	*	*	15	9	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
18	*	*	*	*	*	*	9	*	*	*				*		*	*	*	*	*	*	*	*	*	3.
19	*	*	*	11	10	11	14	15	19	15	16	17	15	15	13	11	11	13	12	11	11	10	9	12	12.
20	11	10	12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
21	*	*	*	9	*	*	*	*	*	*	*	*	*												2.
22																									
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	9	9	9	3.
29	*	*	9	*	*	*	*	9	*	*	*		*	*	*	*									8.
30	*	*	9	*	*	*	*	*	*	10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
31	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	4.
MEAN	10.	9.	9.	8.	8.	8.	9.	10.	13.	10.	9.	9.	9.	9.	9.	9.	9.	9.	10.	10.	10.	9.	9.	9.	

TOTAL NUMBER OF OBSERVATIONS = 7872. MEAN = 9.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	112	156	136	148		136	17	16	14	14	14	14	13	14	14	14	15	*			*	*	12	14	43.
2	15	17	15	16	18	17	17	18	17	16	16	17	16	15	16			13	13	14	15	15	15	16	16.
3	16	15	15	17	16	16	16																		16.
4																									
5																									
6																									
7	*	21	*	9	10	11	*	*	*	11						*	*	*	*	*	*	*	*	*	5.
8																									
9																									
9																	18	18	18	18	18	20	19	19	19.
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																		*	*	*	*	*	*	*	6.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	*	*	*	*	*	*	*	*	*	7.
3	*	*	*	24	*	*	*	*	16	16	*	10	*	12		10	9	*	*	*	*	*	*	*	8.
4	*	*	*	*	*	*	*	*	*	*	*	*													2.
5																		*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				0.
8																			14	13	13	12	15	13	14.
9	13	13	13	14	13	13	13	13	13	12	13	13	13	13	12	76	34	*	*	*	*	*	*	*	12.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	14.	17.	15.	16.	7.	16.	7.	6.	7.	7.	6.	7.	6.	7.	6.	10.	7.	5.	5.	5.	5.	6.	6.	6.	

TOTAL NUMBER OF OBSERVATIONS = 4032 MEAN = 8.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
2	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	1.
3	*	*	*	*	*	*	*	*	*	*	*	10		19	15	18	17	13	14	16	16	17	13	15	9.
4	12	19	13	*	*	*	12	9	11	*	*	*	*	*	10	*	9	*	*	*	*	*	*	*	7.
5	*	*	*								11	14		11		12	12	10	15	15					10.
6	15			*	*	*	11	14	9	12	13	9	21	13	12	17	18	16	14	18	26	17	18	17	15.
7	15	12	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	1.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*				*		*	*	*	*	*	*	*	*	*	0.
19	*	*	*	11	10	10	13	12	17	14	15	16	14	15	12	11	11	13	12	10	10	9	*	11	11.
20	9	10	11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
21	*	*	*	9	*	*	*	*	*	*	*	*	*												2.
22																									
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*			*	*	*	*									2.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
31	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	1.
MEAN	2.	2.	2.	1.	2.	2.	2.	2.	3.	2.	2.	2.	2.	3.	2.	2.	3.	2.	2.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 7872 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	100	124	110	119		105	17	16	14	14	14	14	13	13	14	14	15	*			*	*	12	14	37.
2	15	17	15	16	18	17	14	18	17	15	16	17	16	14	16			13	13	14	15	15	15	16	16.
3	16	15	15	15	16	15	16																		16.
4																									
5																									
6																									
7	*	17	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	3.
8																									
9																									
10																	18	18	18	18	18	20	19	19	19.
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																		*	*	*	*	*	*	*	3.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	1.
24	*	*	*	*	*	*	*	*	*	*	*	*													0.
25																		*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				0.
28																			*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	10.	13.	11.	11.	4.	11.	4.	3.	3.	3.	3.	3.	3.	3.	3.	2.	3.	3.	3.	3.	3.	4.	4.	4.	

TOTAL NUMBER OF OBSERVATIONS = 4046 MEAN = 5.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

RADIAN CORPORATION

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	9	10	9	9	*	9	*	10	10	10	10	10	10	9	*	9	11	12	11	14	10	12	9	9	10.
2	11	9	10	9	10	9	9	13	12	11				*	*	*	*	*	*	9	10	*	*	*	9.
3	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	2.
4	*	*	*	33	32	31	23	37	51	42	40	34	34	30	25	35	24	39	39	36	34	35	30	36	31.
5	32	37	37								*	*		*		*	*	*	*	*					14.
6	*			*	*	*	*	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
7	*	*	*	*	*	*	*	*	21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
8	*	*	*	*	*	*	*	10	13	*	*	*	*	*	*	*	*	*	*	*	10	12	9	*	4.
9	*	*	*	*	*	*	*	*	17	*	*	*	*	*	*			9	11	12	16	13	14	13	8.
10	14	12	13	13	13	13	16	15	19	18	14	15	13	13	14	16	14	13	14	18	20	15	15	17	15.
11	17	16	15	14	16	15	17	18	19	16	15	17	15	14	18	20	21	16	13	12	13	16	16	19	17.
12	17	16	15	14	15	16	16	17	17	15	16	16	15	15	16	17	16	15	16	16	15	16	15	15	16.
13	16	16	15	14	14	15	15	16	16	15	13	16	18	14	15	15	15	16	16	18	17	16	16	16	16.
14	16	16	16	15	18	17	18	16	17	16	16	12	15	13	14	12	13	12	15	14	16	15	16	15	16.
15	16	15	14	15	14	16	15	17	17	15	16	16	14	13	13	12	13	15	18	13	*	*	*	*	13.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	*	12	10	13	11	11	7.
17	10	*	*	*	*	*	15	9	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
18	*	*	*	*	*	*	9	*	*	*				*		*	*	*	*	*	*	*	*	*	3.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
21	*	*	*	*	*	*	*	*	*	*	*	*													1.
22																									
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	*	*	*	2.
29	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*									5.
30	*	*	*	*	*	*	*	*	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
31	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	2.
MEAN	7.	7.	7.	7.	6.	6.	7.	8.	10.	8.	7.	7.	7.	6.	6.	6.	6.	7.	7.	8.	8.	8.	7.	7.	

TOTAL NUMBER OF OBSERVATIONS = 7872 MEAN = 7.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	12	32	26	28		30	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	6.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*																		0.
4																									
5																									
6																									
7	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	2.
8																									
9																									
10																	*	*	*	*	*	*	*	*	0.
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																		*	*	*	*	*	*	*	4.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
23	*	*	*	23	*	*	*	*	16	16	*	10	*	12		10	9	*	*	*	*	*	*	*	7.
24	*	*	*	*	*	*	*	*	*	*	*	*													2.
25																		*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				0.
28																			14	13	13	12	15	13	14.
29	13	13	13	14	13	13	13	13	13	12	13	13	13	13	12	14	*	*	*	*	*	*	*	*	9.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	4.	5.	5.	5.	3.	5.	3.	3.	4.	4.	3.	4.	3.	4.	3.	3.	2.	2.	2.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 4046 MEAN = 3.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4																									
5																									
6																									
7				*	*	*	*	*	*	*	*	*	40	39	41	55	57	27	13	18	41	21	18	*	19.
8	19	*	*	*	*	*	*	*	*	*	*	13	*	*	*	*	*	*	*	*	*	20	*	*	6.
9	*	*	*	13	13	14	14	20	*	13	*	*	*	*	*			*	*	*	*	*	*	*	7.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	17	*	*	*	*	*	*	*	*	*	*	*	1.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*					27		*	*	*	*	*	*	*	*	*	1.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*									0.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	1.	1.	1.	1.	1.	1.	1.	1.	0.	1.	1.	1.	3.	3.	2.	2.	2.	1.	1.	1.	2.	2.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 7698 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	106	266	*	*	*	*	*	*	*	*	*	*	16.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*												*	*	0.
	*	*	*	*	*	*	*	*	*	*	*												*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*								2.
																								*	0.
	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	31	32	3.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
	*	*	*												*	*	*	*	*	*	*	*	*		0.
	*	*	*	62	7[illegible]	124	41	39	24	14	*	*	*	*	*	26	24	*	*	*	*	52	42	69	26.
				*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	23	29	28	28	30	26	29	28	10.
MEAN	1.	1.	0.	2.	3.	5.	2.	2.	1.	1.	0.	1.	4.	11.	1.	1.	2.	1.	1.	1.	1.	3.	4.	5.	

TOTAL NUMBER OF OBSERVATIONS = 8047 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-9041

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	*	3.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			0.
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
MEAN	1.	1.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	2.	1.	1.	1.	1.	1.	1.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 1087 MEAN = .1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-965

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

AY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	15	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	4.
2	*	*	13	*	*	*	*	*	*	*	18	*	*	*	*			*	22	20	*	*	*	*	9.
3	*	21	*	*	*	*	*																		5.
4																*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	14	15	15	13	*	*	*	14	10.
6	14														16	*	16	16	16	14	15	16	15		15.
7	15	16	13	13	13	13	14	13	14	14	15	*	*	*	*	*	*	*	*	*	*	*	*	*	8.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
0	*	*	*	*	*	*	*	*	*	*	*	*					*	*	*	*	*	*	*	*	0.
1	*	*	*	*	17	16	17	17	16	16	15	16	20	20	15	18	18	18	21	18	16	13	16	18	15.
2	17	17	15	*	*	*								*	*	*	*	*	*	*	*	*	*	*	4.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	39	38	39	39	39	39	39	39	39	15.
6																									
7																									
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
MEAN	5.	6.	4.	5.	5.	5.	5.	6.	5.	5.	6.	5.	4.	4.	6.	7.	7.	7.	9.	8.	7.	6.	7.	6.	

TOTAL NUMBER OF OBSERVATIONS = 3476 MEAN = 6.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-966

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 24 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 MEAN
Y																								
																			*	*	*	*	*	*	*	3,
	*	*	13	13	14	14	14	14	14	14	14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	12,
	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*										9,
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*										0,
																*	*	*	*	*	*	*	*	*	*	0,
EAN	8,	8,	8,	8,	9,	9,	8,	9,	8,	9,	8,	7,	6,	3,	3,	4,	5,	4,	4,	4,	4,	5,	7,	7,		

TOTAL NUMBER OF OBSERVATIONS = 853 MEAN = 7,

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-96?

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*																						0.
4				*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*					*		*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*									0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 8306 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
14	*	*	*	*	*	*	*	*	*	*	*												*	*	1.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*							0.
18																								*	3.
19	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7	14		*	*	*	1.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	7	*	1.
23				*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*												*	*	*	28	75	95	129	88	79		40.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	3.	4.	5.	4.	2.	0.	

TOTAL NUMBER OF OBSERVATIONS = 8057 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	10	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	*	1.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			0.
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23													*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
MEAN	1.	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 3511 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	1.
3	*	*	*	*	*	*	*																		0.
4													*			*	*	*	*	*	*	*	*	*	0.
5																									
6																									
7																	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
0	*	*	*	*	*	*	*	*	*	*	*	*					*	*	*	*	*	*	*	*	0.
1																									
2														*	*	*	*	*	*	*	*	*	*	*	0.
3																									
4																									
5																									
6																									
7																									
8																									
9						*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
0																									
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	22	36	*	28	*	21	70	12	7	42	61		*	*	*	*	*	*	*	*	*	13.
4	*	*	*	*	*	*	*	*	*	*	*	*													0.
5																		*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				0.
8																			*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
0	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	97	48	*	*	*	6.
MEAN	0.	0.	0.	1.	3.	0.	2.	0.	2.	5.	1.	1.	3.	5.	0.	0.	0.	0.	0.	6.	3.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 4455 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO, - 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					0.
22																		*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*									0.
25																									
26																									
27																									
28																									
29																*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 1468 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
Y																									
	5	5	5	5	5	5	5	5	5	5															6.
					6	9	8	10	10	8	8	7	7												9.
					17	18	16	18	17	18															18.
														8	6	6	6	6	10	10	9	8	8	8	8.
	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8.
	8	8	8	7	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	8	8	10	8	8.
	9	8	8	8	8	8	8	7	9	9						7	7	7	7	7	7	7	7	7	8.
	7	7	7																						7.
					7																				9.
					8									9	9			8	8	8	8			8	9.
	8	8	8		8	8	7	7	7	7	8	8	7	7	7	7	7	7	8	8	8	8	8	8	8.
	8	8	8		8	9	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8.
	7	7	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	10	9	9	8.
	8	8	8		8	8	7	7	10	7	7		8	8	8				12						8.
			8	8																					9.
																				8					8.
															8	8	8	8	8	9	8	8	8	8	8.
	8	8	8	8	8	8	8	8	8	8	8		8	8	8	8									8.
	8	8	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8.
	8	8	8		7	7	7	7	7	7	7	7		8	8	8	8	8	8	8	8	8	8	8	8.
EAN	8.	8.	8.	8.	9.	9.	9.	9.	9.	9.	8.	8.	8.	8.	8.	7.	7.	8.	8.	8.	8.	8.	8.	8.	

TOTAL NUMBER OF OBSERVATIONS = 3185 MEAN = 8.

II C-975

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. = 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					0.
22																		*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*									0.
25																									
26																									
27																									
28																									
29																*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
31	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 1468 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-974

RADIAN CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2	5	5	5	5	5	5	5	5	5	5															6.
3																									
4																									
5																									
6					8	9	8	10	10	8	8	7	7												9.
7					17	18	18	18	17	18															16.
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15														8	6	6	6	6	10	10	9	8	8	8	8.
16	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8.
17	8	8	8	7	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	8	8	10	8	8.
18	9	8	8	8	8	8	8	7	9	9						7	7	7	7	7	7	7	7	7	8.
19	7	7	7																						7.
20					7																				7.
21					8									9	9			8	8	8	8			8	9.
22	8	8	8		8	8	7	7	7	7	8	8	7	7	7	7	7	7	8	8	8	8	8	8	8.
23	8	8	8		8	9	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8.
24	7	7	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	10	9	9	8.
25	8	8	8		8	8	7	7	10	7	7		8	8	8				12						8.
26			8	8																					9.
27																				8					8.
28															8	8	8	8	8	9	8	8	8	8	8.
29	8	8	8	8	8	8	8	8	8	8	8		8	8	8	8									8.
30	8	8	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8.
31	8	8	8		7	7	7	7	7	7	7	7		8	8	8	8	8	8	8	8	8	8	8	8.
MEAN	8.	8.	8.	8.	9.	9.	9.	9.	9.	9.	8.	8.	8.	8.	8.	7.	7.	8.	8.	8.	8.	8.	8.	8.	

TOTAL NUMBER OF OBSERVATIONS = 3185 MEAN = 8.

CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	178	181	178	186		189	189	178	180	183	196	198	198	201	194	201	192				144	164	176	185	186.
2	185	182	159	185	172	191	164	165	165	177	171	171	177	169	186			139	155	168	169	170	161	158	170.
3	183	175	169	169	176	169	157																		173.
4													133				179	175		183	161		181		172.
5																									
6																				45	39	38	47		43.
7				42																					43.
8																									
9																									
0																									
1					53	39	45	48	54	57	82	74	67	86	69	87	92	85	89	86	80	81	78	81	72.
2	47	54	57																						53.
3																									
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
2																									
3	95	112	98																						102.
4																									
5																	185	46		80	105	122	98	110	91	103.
6	110	97	95	116	109	87	102	105	95	113	117	138	95	138	127	140	132	118	108	111	120	112	127	121	114.
7	115	121	108	91	103	117	73	83	134	164	201	201	201	201	201	201	201	201	201	183	193				157.
8																									
9	95	96	93	102	87	98	93	102	120	75	113	122	129	92	124	123	122	80	106	91	86	67	90	106	100.
0	71	86	92	82	83	86	91	82	73	95	91	93	106	99	95	96	97	92	101	106	58	80	73	72	88.
1	74	78	96	90	59	85	68	70	106	106	98	70	94	68	92	86	58	90	106	106	106	106	94	108	89.
MEAN	115.	120.	116.	118.	107.	120.	111.	105.	118.	122.	135.	134.	135.	133.	134.	141.	124.	119.	120.	117.	117.	102.	112.	116.	

TOTAL NUMBER OF OBSERVATIONS = 2431 MEAN = 120.

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RADIAN CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2	5	5	5	5	5	5	5	5	5	5															6.
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																		6	8	8	8	8	8	8	8.
16																									
17																									
18																6	6	6	7	7	7	7	7	7	7.
19	7	7	7																						7.
20					7																				7.
21					7									7	8			8	8	8	8			8	8.
22																									
23																									
24			8		7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	10	9	8	8.
25	8	8	8		7	8								8	8				8						8.
26			8	8																					8.
27																				8					8.
28															7	7	7	7	7	8	7	7	7	7	8.
29	7	7	7	7	7	7	7	7	7	7	7		7	7	7	7									7.
30	7	7	7																						8.
31					7	7	7														7	7	7	8	8.
MEAN	7.	7.	7.	7.	7.	7.	7.	7.	7.	7.	7.	8.	7.	7.	8.	7.	7.	7.	8.	8.	8.	8.	8.	8.	

TOTAL NUMBER OF OBSERVATIONS = 1206 MEAN = 7.

II C-977

CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
Y																									
	136	141	134	132		141	140	142	135	143	144	141	141	140	132	134	140				139	141	140	140	139.
	139	133	124	124	138	133	134	127	137	131	136	131	135	120	134			121	120	136	132	135	123	136	131.
	133	125	132	130	135	136	122																		131.
													121				132	136		127	126		122		127.
																				44	38	37	42		40.
	69	41	40	32	40	44	39	43	46	51	53	53	53	53	92										50.
																		5		7	7	7	7	7	8.
	7	7	7	7	7	7	7	7	7	7	7	7	14	7	7	8	9	7	7	7	7	7	7	7	8.
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8.
													7	7	7	7	7	7	7	7	7	7	7	7	7.
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	64	7	7	7	7	7	7	7	7	9.
																				7	7	7	7	7	7.
	7	7	7	7	7	7	7	7	7	7	7	7													7.
																8	6		12	7	8	7	8	8	8.
	8	7	7	7	7	7	7	7	8	8	8	7	8	8	7	7	7	7	8	7	8	8	8	8	8.
	8	8	8	8	8	8	8	8	7	8	7	7	7	7	7	7	7	6	6	6	6				8.
																			7	8	8	8	8	8	8.
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	8.
	7	7	7	7	7	7	7	7	7	7	8	7	8	8	8	7	8	7	8	8	8	8	8	8	8.
	8	8	8	8	8	7	8	8	8	8	8	8	8	8	7	8	7	8	8	8	8	8	8	8	8.
EAN	43.	39.	40.	36.	32.	41.	39.	32.	32.	33.	34.	33.	39.	32.	31.	25.	26.	21.	17.	23.	27.	27.	30.	26.	

TOTAL NUMBER OF OBSERVATIONS = 3637 MEAN = 32.

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2	0	0	0	0	0	0	0	0	0	0															0.
3																									
4																									
5																		0	1	1	0	0	0	0	1.
6																									
7																									
8																0	0	0	0	0	0	0	0	0	0.
9		0	0	0																					0.
10					0																				0.
11					0								1	0				0	0	0	0			0	0.
12																									
13																									
14			0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
15		0	0	0		0	0							0	0				3						0.
16				0																					0.
17																				0					0.
18															0	0	0	0	0	0	0	0	0	0	0.
19	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0									0.
20	0	0	0																						0.
21					0	0	0														0	0	0	0	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 1206 MEAN = 0.

CORPORATION

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

AY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	33	39	43	53		47	48	36	44	40	52	57	57	60	61	66	52				5	22	36	45	46.
2	45	48	34	60	34	57	29	37	28	45	34	40	42	48	52			17	34	31	37	34	37	22	39.
3	50	49	36	38	40	32	45																		42.
4													11				47	39		55	54		58		45.
5																									
6																				1	1	1	4		2.
7				9																					10.
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																	177	40		67	96	113	90	102	83	94.
6	102	89	87	108	101	79	94	97	87	105	109	130	87	130	119	132	124	110	100	103	112	104	119	112	106.
7	107	113	100	83	95	109	65	75	126	155	193	193	193	193	193	194	194	194	194	175	186				149.
8																									
9	86	87	84	93	78	89	84	93	111	66	104	113	120	83	115	115	114	72	98	83	78	59	82	98	92.
0	63	78	84	74	74	78	83	74	65	87	83	85	98	91	86	88	89	83	92	97	50	71	65	64	80.
1	66	74	88	82	51	77	59	61	98	97	90	61	85	59	85	77	50	81	98	98	98	98	103	99	81.
EAN	69.	72.	70.	69.	68.	71.	64.	68.	80.	86.	95.	97.	90.	95.	106.	119.	91.	92.	99.	84.	78.	60.	69.	75.	

TOTAL NUMBER OF OBSERVATIONS = 2146 MEAN = 81.

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DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1											13	13	13	13	13	13	13	13	13	14	13	14	14	13	14.
2	13	14	13	13	14	14	14	13	13	13				11	14	14	14	14	13	13	14	14	13	13	14.
3	13	13	13		18	17	17	17	17	17	17	17	16	16	17	16	16	16	16	16	16	16	16	16	17.
4	16	17	16		16	19	19	19	18	17	16	17	17	16	17	17	17	16	17	17	17	17	17	20	18.
5	19	21	26		26	19	18	18	18	18	19	18	18	17	17	17	18	17	18	18	18	18	18	18	19.
6	18	18	18		21	19	18	18	18	18	18	18	19												19.
7					44	39	43	44	42	43															43.
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15														13	14	14	14	14	13	4	3	4	4	4	9.
16	4	5	4	4	4	4	5	5	5	5	4	5	4	4	4	4	8	5	4	4	4	4	4	8	5.
17	4	4	4	4	4	4	4	4	6	9	4	4	4	4	4	4	4	8	4	4	4	8	4	4	5.
18	7	4	4	4	4	4	4	4	6	4				6		4	4	4	4	4	4	4	4	4	5.
19	4	4	4																						5.
20																									
21																2	1		1						2.
22	1	1	1																						1.
23																									
24									1	10		1	1	1				4	1	1	1		6	1	3.
25	1	1	1										6	8	6	6	6	6	6	7	7	7	7	7	6.
26	7	6	7	7	6	7	7	7	7	7	7	7	6	6	6	6	6	6	7	6	7	7	7	7	7.
27	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7.
28	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	7	7	7	7	7	7.
29	7	7	7	6	7	7	7	7	7	7	7		7	7	7	7									7.
30	7	7	7																						7.
31														7	7	7	7	7	7	7	7	8	7	7	8.
MEAN	9.	9.	10.	7.	14.	12.	13.	12.	13.	13.	11.	11.	10.	10.	10.	9.	10.	10.	9.	9.	9.	10.	9.	10.	

TOTAL NUMBER OF OBSERVATIONS = 3917 MEAN = 10.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	99	81	86	63		105	103	101	102	106	93	99	75	96	70	78	79				141	89	83	66	90.
2	67	73	75	90	65	78	59	91	65	80	60	59	51	58	50			58	77	63	61	68	53	74	68.
3	64	57	68	59	63	53	58																		61.
4													85			25	73	101	113	93	100	94	76	74	84.
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14					82	94	52	59	58	94	90	64													73.
15																									
16																									
17																									
18																									
19	17	19	17	18	17	15	17	17	17	18	23	20	19	20	19	21	17	19	25	19	17	21	17	19	19.
20	19	17	18	20	19	26	18	17	18	22	19	18	19	18	16	16	16	17	17	16	16	15	17	16	18.
21													14	13	14	14	14	14	13	19	14	13	15	15	15.
22	17	17	16	18	14	18	17	18	20	20	20	18	20	17	17	93	13	16	15	16	17	16	17	19	20.
23	16	17	18	-53													14	15	14	14	15	14	14	14	-6.
24	13	14	15	16	15	17	16	17	16	20	20	16													17.
25																27	14		34	17	17	18	19	19	21.
26	20	17	18	19	19	18	20	19	19	20	22	21	19	21	20	21	19	18	20	18	20	19	20	19	20.
27	18	19	19	19	18	20	17	18	19	22	24	25	24	29	30	28	31	40	29	23	21				24.
28																			18	27	28	27	23	25	26.
29	26	25	25	27	25	29	26	27	31	26	29	29	30	29	28		28	22	23	22	21	22	22	25	26.
30	24	22	23	24	23	24	23	23	25	25	26	23	25	25	23	24	23	24	24	23	24	23	23	24	24.
31	25	24	23	25	24	25	25	24	27	25	27	25	25	24	23	26	25	27	26	27	28	28	32	27	26.
MEAN	34.	31.	33.	12.	33.	40.	35.	36.	35.	38.	37.	35.	32.	32.	28.	33.	29.	31.	32.	28.	32.	33.	30.	31.	

TOTAL NUMBER OF OBSERVATIONS = 3631 MEAN = 32.

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CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	32	33	33	33	33	33	34	33	35	41	49	57	62	58	57	56	55	54	49	36	36	35	34	35	43.
2	35	34	35	36	34	34	35	34	37	41				58	58	59	58	56	54	43	40	38	38	38	43.
3	39	39	40	*	*	*	*	*	*	7	18	20	20	18	15	12	13	5	5	*	2	*	2	5	11.
4	2	*	3	*	*	*	*	*	*	*	3	5	7	9	8	10	9	8	6	2	*	*	*	*	3.
5	*	*	*	*	*	3	1	*	3	19	30	33	34	34	36	36	39	40	36	16	8	4	1	*	16.
6	*	*	*	*	*	*	*	*	*	16	31	35	31	48	46	47	51	45	36	23	18	15	12	9	20.
7	11	10	10	*	*	*	*	*	*	11	25	39	38	37	36	37	35	33	33	18	8	7	6	4	17.
8	6	6	4	3	2	2	2	*	4	13	17	28	36	37	37	37	36	33	26	11	8	5	3	4	16.
9	5	6	7	7	7	5	8	9	9	17	26	27	26	25	27			52	47	36	31	30	30	27	21.
10	26	27	26	26	25	22	18	22	24	31	44	47	49	48	48	50	47	47	42	29	26	25	25	22	34.
11	19	22	20	17	19	18	13	16	15	26	39	44	45	46	46	36	33	35	48	50	34	26	19	14	29.
12	15	15	12	8	8	9	9	8	8	12	24	28	29	30	31	35	36	35	29	18	13	11	12	5	19.
13	3	3	4	4	4	4	4	3	5	14	28	42	54	53	53	54	53	51	40	25	25	21	20	19	25.
14	18	15	11	11	10	10	6	7	10	21	36	40	43	51	55	55	54	53	46	31	27	27	24	26	29.
15	25	26	25	24	24	24	25	24	25	34	36	40	53	58	57	55	52	47	33	28	29	28	28	29	35.
16	28	25	26	27	27	27	28	32	41	50	53	52	49	49	48	46	37	25	27	23	23	25	23	24	34.
17	24	24	25	20	20	21	20	28	38	48	53	52	48	48	46	47	41	26	25	25	24	24	25	25	33.
18	26	25	24	24	24	22	23	28	37	43						43	42	40	30	21	19	19	20	19	28.
19	20	20	21	*	*	*	*	*	*	4	6	19	37	38	38	36	34	33	18	13	14	13	13	13	17.
20	11	12	13	*	*	*	*	*	2	6	16	23	22	19	18	19	20	20	9	*	*	*	*	*	9.
21	*	1	*	*	*	*	*	*	2	8	14	18	18	15	23	22	17	11	6	4	6	2	*	*	7.
22	*	*	*	*	*	*	*	*	*	*	*	*	14	22	24	22	17	8	6	4	1	*	*	*	5.
23	*	*	*	2	3	5	3	3	8	11	19	31	30	29	26	31	30	20	24	27	23	18	12	9	16.
24	6	5	4	*	*	*	*	1	5	17	20	25	31	30	30	30	31	29	17	20	12	8	2	*	14.
25	*	*	*	1	4	16	5	7	10	16	23		33		39	38	38	34	22	12	7	5	6	7	15.
26	5	4	6	6	8	9	10	10	12	19	28	48	52	51	49	48	49	44	35	23	13	12	15	17	24.
27	17	18	18	17	16	15	16	13	16	23	28	46	48	48	46	46	46	41	39	35	37	27	23	18	29.
28	18	16	14	14	16	17	18	21	21	28	38	43	46	47	48	46	45	43	32	21	16	18	18	21	28.
29	37	37	32	25	20	17	15	14	14	21	24		43	49	50	51									30.
30	31	28	27	*	*	*	*	*	*	*	*	11	23	25	25	26	23	23	16	2	1	*	*	*	11.
31	3	3	11	*	*	*	*	*	*	*	*	*		46	45	45	44	44	43	37	23	23	25	24	19.
MEAN	15.	15.	15.	12.	10.	10.	10.	10.	13.	19.	26.	32.	37.	39.	39.	40.	38.	35.	30.	21.	18.	16.	15.	14.	

TOTAL NUMBER OF OBSERVATIONS = 8566 MEAN = 22.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	42	44	44	44		45	45	45	43	42	41	40	39	39	39	39	40	19			43	44	44	44	42.
2	45	45	48	46	46	46	45	51	46	44	43	42	42	38	40			55	46	43	45	44	48	47	46.
3	47	46	46	46	45	45	50																		47.
4													40			28	20	16	8	2	1	5	1	2	12.
5	*	*	*																						0.
6																									
7																5	*	*	*	*	*	*	*	*	0.
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																									
7																		5	5	7	7	7	7	7	7.
8																									
9	6	5	6	8	7																				7.
0	11	11	10	11	10	12	13	13	11	10	11	12	15	16	17	17	18	16	12	11	13	15	14	14	13.
1													18	18	20	21	17	20	9	10	12	11	8	8	15.
2																									
3																									
4	35	35	32	32	36	34	35	32	29	27	27	32													33.
5																									
6																									
7	11	12	12	12	12	12	13	12	11	11	11	11	10	8	8	8	8	10	10	13	15				11.
8																			13	11	9		9	8	10.
9	8	8	8	8	7	8	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	5	5	7.
0	6	6	6	5	5	6	6	6	6	6	6	7	9	9	11	11	11	12	10	10	12	12	13	12	9.
1	12	13	15	16	17	14	14	12	12	17	17	18	18	18	18	18	17	16	14	13	12	11	8	11	15.
MEAN	21.	21.	21.	23.	21.	25.	26.	23.	21.	21.	21.	22.	22.	20.	19.	18.	16.	16.	12.	12.	14.	16.	15.	15.	

TOTAL NUMBER OF OBSERVATIONS = 2702 MEAN = 19.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

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RADIAN CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	2	3	4	6	5	2	2	2	4	2	0	0	3	3	3	4	5	4	1	2	1	1	2	2	3.
2	2	2	1	2	2	2	2	1	6	7				5	5	4	5	5	1	1	0	3	2	2	3.
3	2	2	2	4	1	0	0	2	3	3	5	7	8	10	9	9	7	5	8	3	5	2	0	0	4.
4	0	0	0	0	0	0	0	0	0	0	2	7	2	1	0	4	4	2	0	1	0	1	0	1	1.
5	0	0	0	0	1	2	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	1	1.
6	0	0	0	0	0	0	0	0	0	0	0	1	5	7	6	4	1	1	0	0	0	0	0	2	1.
7	2	2	2	1	1	2	1	2	0	1	0	0	2	3	1	3	2	3	2	0	1	1	2	2	2.
8	2	2	3	2	2	2	2	2	2	3	1	1	0	0	0	1	1	3	2	1	0	2	2	2	2.
9	3	3	4	1	1	4	6	6	3	2	6	6	8	6	7			5	1	0	0	2	2	1	4.
0	2	2	3	2	1	0	0	3	0	5	2	1	0	4	0	3	2	6	1	0	0	1	0	0	2.
1	1	1	0	0	2	0	0	0	0	0	0	0	0	1	3	1	0	1	7	6	0	0	0	0	1.
2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
3	0	0	0	1	0	1	1	0	1	1	1	3	1	2	3	2	2	2	0	1	0	1	2	1	2.
4	1	0	0	1	1	1	0	1	1	0	0	2	4	5	6	5	4	4	2	1	1	0	1	2	2.
5	2	2	1	1	1	1	1	1	0	2	0	2	1	0	2	1	1	1	0	2	2	2	1	1	2.
6	1	1	3	2	2	1	0	2	1	0	4	3	4	2	1	0	0	1	0	1	2	2	1	2	2.
7	2	2	2	0	2	1	3	5	2	0	3	4	4	4	4	2	1	2	0	2	2	3	2	2	3.
8	2	1	2	2	1	2	3	4	1	3				7		4	2	2	1	2	0	1	2	2	3.
9	2	1	2	2	1	2	1	1	1	3	1	0	3	5	5	5	3	2	0	0	1	2	1	2	2.
0	2	2	1	2	2	3	0	0	7	7	1	2	3	6	7	6	6	3	0	0	1	2	0	1	3.
1	4	4	2	4	2	0	0	0	3	8	9	9	8	6	7	8	7	6	2	7	5	1	0	4	5.
2	2	1	2	5	5	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1.
3	0	1	1	2	3	3	4	4	3	2	0	6	7	8	1	0	0	0	1	1	1	1	0	0	3.
4	0	0	0	0	0	0	0	1	1	0	2	1	1	1	2	3	5	3	0	0	2	1	0	0	1.
5	0	1	0	1	1	1	2	0	2	0	0		2	4	6	5	4	2	0	0	0	0	0	1	2.
6	1	1	1	0	1	1	1	1	0	3	1	3	4	1	1	0	1	2	1	0	0	0	1	0	1.
7	2	1	0	1	0	1	1	1	1	1	1	3	5	5	4	4	4	6	1	0	0	0	0	0	2.
8	0	0	0	0	1	0	3	2	2	1	0	2	3	4	5	5	4	1	0	0	1	3	0	1	2.
9	3	4	1	0	0	0	0	1	0	0	0		3	2	4	0									2.
0	1	2	1	2	0	0	0	0	0	0	2	0	3	4	4	4	3	2	1	0	0	0	0	0	2.
1	1	1	0	0	0	0	0	0	1	0	1	3		6	4	1	2	0	0	0	0	0	0	0	1.
MEAN	2.	2.	2.	2.	2.	1.	1.	2.	2.	2.	2.	3.	4.	4.	4.	3.	3.	3.	1.	1.	1.	1.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 8659 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO, = 21 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
AY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	6	2	2	1	1	1	1	1	1	0	3	4	5	6	6	5	6	4	2	3	5	4	4	4	4.
2	4	2	1	1	1	2	1	2	3	4	5	6	6	6	6	7	5	7	5	4	5	5	5	5	4.
3	5	5	4	2	1	0	1	2	4	2	7	10	12	14	17	14	14	11	14	6	6	7	8	6	8.
4	8	9	6	6	5	1	0	1	0	0	2	9	5	5	5	5	7	5	6	7	1	2	3	6	5.
5	4	3	3	4	5	2	2	3	2	7	5	5	4	3	2	5	3	4	3	2	3	3	3	3	4.
6	2	2	1	2	2	1	0	0	0	0	3	3	6	6	4	5	4	3	0	1	3	3	3	4	3.
7	2	2	0	0	1	1	1	2	1	3	6	6	4	3	7	6	9	7	2	2	4	4	4	3	4.
8	3	0	1	2	1	1	1	1	1	1	2	3	5	5	5	6	5	7	4	2	4	5	5	3	3.
9	3	2	0	1	0	1	4	3	3	2						7	5	4	3	1	4	3	2	0	3.
0	0	1	0	0	0	0	2	0	3	1	1	1	0	0	3	5	3	3	2	2	3	2	0	2	2.
1	4	2	2	2	4	1	2	1	0	0	0	0	1	2	5	5	5	9	12	6	1	0	1	1	3.
2	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	1	0	0	0	0	1	1.
3	0	1	2	1	0	0	0	0	0	0	0	0	1	0	0	0	2	4	0	0	0	0	0	1	1.
4																									
5																									
6																									
7																									
8																								3	4.
9	3	1	1	0	0	0	0	0	0	0		4	3	5	4	5	5	4	3	4	4	3	3	2	3.
0	2	2	2	0	1	2	4	4	1	0	0	3	5	6	9	8	7	4	1	3		2	3	4	4.
1	4	3	2	4	1	0	0	2	3	6	8	14	12	11	12	11	8	13	5	7	6	1	2	6	6.
2	6	2	1	1	1	2	2	7	0	0	0	0	1	3	1	0	5	4	1	0	0	1	2	0	2.
3	1	0	0	0	0	3	2	1	1	0	0	1	10	9	6	6	4	1	3	2	2	2	1	1	3.
4	0	0	0	1	0	0	0	0	1	1	3	2	1	6	5	9	8	6	4	0	1	0	0	0	2.
5	2	1	1	1	0	0	0	0	2	4	2	2	3	4	5	7	5	6	2	1	2	3	1	0	3.
6	0	1	0	0	0	0	0	0	0	0	4	6	5	5	1	1	6	5	1	1	3	3	2	2	2.
7	1	1	0	0	0	0	0	0	0	1	2	5	7	7	9	7	8	6	3	1	1	2	2	2	3.
8	2	0	0												6	5	6	4	0	0	0	0	0		2.
9	5	5	1	0	0	0	0	3	0	0	0	0	3	1	3	1	2	4	4	4	3	3	5	4	3.
0	4	3	2	3	5	4	2	1	4	5	3	1	3	9	4	5	7	5	4	4	5	4	4	5	4.
1	3	3	3	3	3	3	3	7	6	4	7	6	7	5	6	6	2	1	1	3	4	4	3	4	5.
MEAN	3.	2.	2.	2.	2.	2.	2.	2.	2.	2.	3.	4.	5.	5.	6.	6.	6.	6.	4.	3.	3.	3.	3.	3.	

TOTAL NUMBER OF OBSERVATIONS = 7220 MEAN = 3.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

RADIAN CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. - 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	11	12	12	12	11	11	10	10	8	7			5	6	5	7	7	6	2	3	5	4	6	10	8.
2	10	10	10	10	11	9	9	9	9	9	5	4	7	7	5	6	5	2	3	3	4	9	8	7	8.
3	9	8	8	9	8	10	10	9	8	6	8	6	8	9	9	14	7	3	5	3	3	4	7	5	8.
4	2	0	4	5	3	0	0	1	0	4	7	10	6	6	5	6	4	3	1	2	1	3			4.
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23												4	7	6	5	2	0	0	2	1	1	2	0	1	3.
24	3	4	3	1	3	1	1	1	2	3	0	1	5	2	4	5	4	3	2	1	3	2	2	3	3.
25	5	5	6	5	6	7	6	6	8	7	2	7	7	7	7	6	5	2	1	1	1	1	5	7	6.
26	5	6	7	7	5	9	8	7	7	7	4	4	5	5	4	3	3	1	1	2	3	2	6	8	5.
27	8	7	6	6	4	3	7	7	8	7	3	4	6	5	6	5	5	8	2	2	0	0	0	2	5.
28	2	5	3	3	4	4	5	3	4	3	4	2	4	5	7	5	7	2	1	3	6	7	7	6	5.
29	3	5	6	1	3	2	1	3	3	0	0	4	8	4	2	1	0	4	6	2	3	3	6	6	4.
30	6	6	7	2	0	0	0	0	0	1	1	3	4	5	5	4	4	4	1	3	2	0	1	2	3.
31	2	3	2	3	2	2	2	5	2	4	4	4	5	3	3	2	4	3	1	1	3	4	3	4	3.
MEAN	6.	6.	7.	6.	6.	5.	5.	6.	5.	5.	4.	5.	6.	6.	5.	6.	5.	4.	3.	2.	3.	4.	5.	6.	

TOTAL NUMBER OF OBSERVATIONS = 3531 MEAN = 5.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-987

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. = 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

II C-93

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 8 FEET(MPH)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	2	2	2	3		2	1	0	0	0	0	1	2	1	1	1	0	0			3	3	3	1	2.
2	1	0	1	2	2	2	3	1	1	1	0	1	3	2	1			9	7	7	3	2	2	2	3.
3	1	2	3	3	3	2	2																		3.
4													4			8	7	5	1	0	0	1	0	0	3.
5	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
6																									
7																									
8																									
9	0	0	0	0	0	0	4	4	0	5	8	6	5	2	4	1	3	3	0	0	1	1	0	0	2.
0	0	0	0	0	0	0	0	0	0	1	1	0					2	1	0	0	0	0	1	1	1.
1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	2	2	3	0	0	1.
2	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0	0	0	0.
3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.
4	0	0	1	1	1	0	1	0	0	0	0	0	0	4	7	5	2	2	0	0	0	0	1	0	1.
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0.
6	0	1	2	1	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1.
7	0	0	0	0	3	1	1	1	0	0	0	1	4	4	5	5	4	5	2	2	2	2	2	1	2.
8																		5	2	1	2	2	2	2	3.
9	1	0	0	2	1	1	3	1	1	3	3	6	9	7	8	8	8	8	5	5	3	1	3	3	4.
0	1	1	1	1	1	3	3	3	3	2	3	6	10	13	13	13	13	10	4	4	5	7	7	7	6.
1	2	4	6	7	11	15	13	10	14	13	17	21	13	12	14	13	13	15	6	5	10	7	4	4	11.
2	5	4	4	4	8	6	2	2	3	2	1	2	5	4	4	3	2	3	2	2	2	1	4	2	4.
3	3	1	2	2	2	2	3	2	2	2	3	0													2.
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
MEAN	1.	1.	1.	2.	2.	2.	3.	2.	2.	2.	3.	3.	4.	4.	4.	4.	4.	4.	2.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 4749 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 30 FEET(MPH)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16	1	0				3	3	2	2										3	4	3	2	2	3	3.
17	2	2	2	2	4	2	2	2	3	1	2	4		6	7	6	6	8	4	3	2	3	3	3	4.
18	2	2	3	2	2	3	2	1	1	2	5	5	7	7	9	10	9	8	7	3	4	3	3	3	5.
19	1	0	1	3	3	2	4	1	1	3	4	8	11	9	9	10	11	10	7	8	5	2	4	4	6.
20	2	2	2	2	2	4	5	5	4	3	4	8	13	16	17	16	17	13	6	7	8	11	12	11	8.
21	5	7	9	11	17	19	17	13	18	17	21	27	17	16	18	18	18	20	10	9	15	12	7	5	15.
22	3	6	6	6	12	8	4	3	4	3	2	4	7	5	6	4	3	5	4	5	3	2	6	4	5.
23	4	3	4	5	4	4	6	4	5	4	4	13	18	17		6	6	6	7	9	5	6	3	3	7.
24	5	5	3	1	3	2	2	2	1	2	3	4													3.
25																6	6	5	5	4	6	3	2	2	5.
26	3	3	2	2	2	5	3	2	2	3	7	11	11	9	9	7	5	7	4	4	5	5	2	1	5.
27	3	3	3	4	2	3	3	3	3	2	3	4	6	8	10	8	9	11	6	7	6				6.
28																			4	6	6	7	12	10	8.
29	12	10	11	8	7	5	5	4	5	3	2	4	10	5	7	2	3	4	9	9	5	5	8	7	7.
30										4	3	8	11	12	14	13	12	11	7	8	12	12	10	8	10.
31	11	10	13	15	15	11	10	7	9	20	18	19	19	20	18	17	16	14	9	7	7	6	5	4	13.
MEAN	5.	5.	5.	6.	6.	6.	5.	4.	5.	6.	7.	9.	12.	11.	12.	10.	10.	10.	7.	7.	7.	6.	6.	5.	

TOTAL NUMBER OF OBSERVATIONS = 3697 MEAN = 7.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11.C-93

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 100 FEET(MPH)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	3	4	4	4		3	4	3	3	4	8	10	12	10	10	9	9	7			2	2	3	2	6.
2	3	2	4	4	3	4	3	3	6	5	9	12	16	15	14			17	15	16	10	9	3	5	8.
3	4	8	4	5	4	5	3																		5.
4													7			13	14	10	7	3	1	5	0	4	7.
5	1	1	1	2	2	0	4	0	3	4	5	2	2	0	2	1	0	0	0	0	0	0	0	0	2.
6															3	4	2	2	0	0	0	0	0	0	1.
7	0	0	0	0	0	0	0	0	0	0	1	3	4	5	4	5	3	4	4	1	0	0	0	0	2.
8	0	1	0	0	0	0	0	0	1	0	2	3	6	3	1	3	2	8	4	0	0	0	0	0	2.
9	0	1	2	2	2	3	12	11	1	13	14	14	15	16	14	14	17	11	8	8	9	9	4	3	9.
0	0	3	1	1	0	1	1	4	5	5	5	2					11	8	3	1	3	1	4	7	4.
1	2	5	2	4	0	0	0	0	2	2	2	1	2	8	4	2	1	3	9	5	8	11	2	0	3.
2	0	0	0	1	1	0								1	2	1	1	1	1	3	3	3	1	1	2.
3	1	0	1	0	0	0	0	0	1	0	3	3	6	7	4	4	4	6	3	0	1	1	1	0	2.
4	0	4	5	3	4	3	3	1	1	1	2	1	4	10	12	11	8	8	5	1	5	5	1	2	5.
5	0	1	2	1	0	0	1	2	1	2	3	4	2	4	6	6	7	6	2	5	5	2	3	2	3.
6	4	2	2	2	2	2	5	3	2	3	5	5	7	10	10	7	5	5	6	3	1	2	2	2	5.
7	2	3	2	4	3	4	1	2	2	2	2	4		6	7	7	7	10	7	1	1	2	3	3	4.
8	2	1	2	3	2	2	3	2	1	2	5	6	8	8	10	11	10	9	10	4	2	3	2	2	5.
9	1	1	3	1	1	3	1	2	1	3	5	9	12	10	10	11	12	12	11	14	8	3	3	4	6.
0	3	2	3	3	1	5	7	5	5	3	5	9	14	18	19	18	20	15	9	12	13	15	14	14	10.
1	9	11	13	15	21	23	20	16	21	21	24	30	19	17	20	20	20	24	12	10	19	15	10	7	18.
2	9	6	7	6	16	11	3	3	4	3	3	4	8	6	6	5	4	6		7	2	3	7	5	6.
3	6	3	3	7	3	3	6	5	5	6	5	15	20	19		7	7	7	9	12	7	8	4	5	8.
4	6	6	3	1	4	4	2	3	2	2	3	5													4.
5																7	6	5	6	4	6	3	2	2	5.
6	2	2	2	3	4	5	2	2	3	2	8	13	12	10	10	8	6	8	5	3	3	5	3	2	6.
7	3	2	3	2	2	2	3	2	2	3	4	4	6	9	11	9	10	13	7	8	8				6.
8																			4	8	8	9	14	12	10.
9	15	13	14	11	10	7	7	5	6	2	2	4	11	5	7	2	3	6	12	12	7	8	10	9	8.
0	7	6	7	7	7	8	9	8	6	5	4	10	13	13	16	15	14	13	9	11	15	15	13	11	11.
1	13	13	16	17	18	13	12	9	11	24	22	22	23	24	21	20	19	16	11	9	9	7	6	6	16.
MEAN	4.	4.	4.	5.	5.	5.	5.	4.	4.	5.	6.	8.	10.	10.	10.	9.	9.	9.	7.	6.	6.	6.	5.	4.	

TOTAL NUMBER OF OBSERVATIONS = 7449 MEAN = 6.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

DIURNAL VARIATION OF WIND SPEED AT 200 FEET(MPH)
TRAILER NO. = 25 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1																								
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
16																								
17																								
18																								
19																								
20																								
21																								
22																								
23																								
24																								
25	4	5	2	1	3	5	2	2	0	0	2	4	18	20										
26	2	2	2	1	2	5	3	2	4	3	8	13	11	9	10	6	5	4	5	2	4	2	1	2
27	1	1	1	2	1	1	1	1	1	1	2	3	5	7	10	8	5	7	5	1	1	2	2	0
28	16	14	15	11	10	7	6	4	6	3	2	4	12	5	7	2	3	6	4	9	9	10	15	12
29	7	6	6	6	6	8	9	8	7	5	4	10	13	14	17	15	14	13	10	13	18	19	16	13
30	14	15	19	20	20	15	14	9	12	27	24	25	25	26	22	21	21	18	11	10	11	9	7	7
31																								
MEAN	8.	8.	8.	7.	7.	7.	6.	5.	5.	7.	8.	10.	15.	13.	13.	10.	9.	9.	8.	9.	9.	9.	8.	7.

TOTAL NUMBER OF OBSERVATIONS = 1945 MEAN = 9.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	89	117	127	132	132	114	96	97	129	131	112	308	304	322	329	304	299	293	328	113	128	102	105	95	99.
2	100	97	91	108	101	101	92	96	131	137				213	246	204	195	187	194	98	78	121	114	94	127.
3	105	85	93	102	81	63	72	93	109	115	162	161	187	206	201	128	177	142	99	119	100	111	107	175	123.
4	87	75	128	117	344	62	72	101	104	333	260	290	290	298	280	242	214	174	120	313	58	333	83	115	65.
5	94	85	97	87	111	129	360	88	121	270	310	271	276	229	70	85	127	106	348	85	83	93	82	97	89.
6	88	89	98	66	67	75	156	330	26	114	154	293	274	270	260	289	313	290	350	100	104	105	105	106	70.
7	111	116	114	105	108	118	108	113	102	154	289	283	284	279	301	284	274	285	4	92	98	102	106	121	111.
8	111	104	115	117	111	109	107	109	115	139	323	315	226	149	313	100	61	350	358	116	99	98	101	98	100.
9	110	113	128	85	95	117	128	122	106	108	201	184	203	211	215			241	201	137	81	108	105	97	136.
10	101	96	107	105	103	87	78	117	112	121	103	117	44	311	322	214	311	290	342	86	95	98	87	318	85.
11	117	107	72	83	126	84	104	105	90	45	322	322	93	102	46	93	62	91	110	97	104	26	24	97	82.
12	110	77	76	77	90	90	90	37	4	302	265	268	281	321	298	272	267	179	185	59	68	71	37	92	50.
13	66	99	100	98	93	97	103	96	95	116	303	280	350	347	306	274	272	341	50	110	92	117	113	115	80.
14	113	83	93	103	106	95	95	100	95	92	329	280	271	304	321	322	300	309	13	95	112	111	99	106	74.
15	113	105	97	95	105	85	93	97	93	131	318	291	285	273	271	282	288	303	60	93	88	102	92	87	85.
16	100	88	107	107	99	96	93	120	132	122	278	316	345	337	339	10	37	97	100	96	101	101	95	101	84.
17	100	109	99	90	107	99	110	139	129	301	276	275	276	269	268	317	21	117	104	106	108	111	120	114	110.
18	108	102	109	112	109	107	120	129	102	286				271		299	348	339	37	109	75	101	102	101	93.
19	107	97	106	107	104	101	107	105	102	127	239	304	202	274	279	250	254	244	111	82	93	98	96	105	123.
20	107	107	93	109	116	113	89	83	119	125	105	260	251	227	210	220	201	242	157	91	90	96	85	91	128.
21	116	127	97	110	100	87	81	82	119	144	190	146	168	161	161	147	135	354	99	116	90	75	88	281	118.
22	252	271	137	120	137	311	318	324	351	304	331	71	302	86	21	354	323	37	342	48	67	73	74	103	15.
23	111	101	113	126	126	113	124	129	134	139	337	201	164	168	233	201	271	28	310	71	110	111	84	97	126.
24	104	93	66	97	114	91	105	112	127	140	285	310	360	24	11	351	312	320	360	325	301	41	84	110	49.
25	109	111	114	114	115	109	123	112	128	62	308		270	275	267	272	270	276	16	106	61	93	100	89	104.
26	97	101	95	91	91	112	104	101	84	124	112	166	228	202	280	293	317	350	37	110	103	90	108	110	104.
27	122	114	107	114	95	96	109	95	109	133	292	275	276	287	343	347	300	287	299	288	311	63	87	81	55.
28	80	118	107	119	126	128	130	128	131	123	90	197	189	174	176	226	234	148	84	69	118	126	110	113	132.
29	113	109	80	61	96	328	318	335	345	119	56		280	328	287	329									16.
30	110	95	98	124	69	117	117	119	112	109	126	70	239	218	212	269	206	175	118	87	99	81	81	86	119.
31	115	116	93	50	91	100	91	105	106	111	210	191		217	222	205	206	259	239	76	110	85	104	113	130.
MEAN	106.	102.	270.	270.	103.	98.	99.	101.	105.	121.	279.	266.	263.	258.	281.	275.	276.	286.	48.	92.	92.	93.	94.	103.	

TOTAL NUMBER OF OBSERVATIONS = 8653 MEAN = 102.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. = 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	96	163	39	10	82	106	347	81	322	298	304	295	292	330	281	267	220	250	301	99	101	108	108	106	9
2	117	69	22	71	83	97	86	339	327	294	297	294	246	214	188	160	160	146	137	136	134	141	156	170	136
3	155	171	172	328	60	103	124	129	336	324	157	167	161	167	160	151	161	130	136	145	115	129	131	128	141
4	138	127	137	145	137	143	69	159	153	178	90	274	232	274	265	276	228	169	145	331	351	138	129	120	160
5	124	131	129	137	114	127	141	116	100	338	343	332	311	317	294	315	337	335	360	136	134	136	136	135	96
6	145	146	133	131	152	166	145	147	147	105	342	334	316	317	318	322	319	332	120	127	128	132	141	138	132
7	150	163	124	98	137	122	117	139	120	340	338	328	327	353	313	301	329	330	335	112	130	126	136	151	95
8	147	131	129	149	154	93	113	61	14	350	325	317	333	330	347	318	322	335	335	72	135	135	137	154	58
9	163	154	141	148	133	134	155	155	149	321						200	225	167	138	138	134	145	157	152	155
10	121	144	150	122	84	101	134	167	112	299	321	339	345	255	102	344	318	295	108	133	131	147	317	106	111
11	130	137	134	130	124	135	124	158	134	77	58	163	138	61	137	129	124	141	122	136	117	152	298	129	128
12	129	139	140	127	141	171	92	22	358	353	327	300	259	204	147	235	211	220	201	145	130	117	122	113	153
13	124	124	132	134	140	161	143	66	100	46	319	309	315	302	338	296	297	330	360	122	123	129	152	119	100
14	162	93	128	136	147	136	128	133	137	93	360												151	143	129
15	125	30	101	49	99	124	74	114	36	337	330	328	318	304	317	340	326	324	53	130	130	158	153	161	52
16	101	39	122	140	145	126	40	31	125	136	323	330	317	324	302	307	309	338	328	72	124	137	141	141	66
17	159	147	171	42	83	120	124	111	122	92	326	331	334	333	329	322	324	323							46
18																							154	155	
19	141	158	121	23	130	116	126	34	92	357		338	333	274	233	215	179	171	144	133	136	170	169	181	145
20	168	174	186	41	145	183	155	148	162	359	342	109	156	169	170	172	174	166	138	139		174	177	173	159
21	170	160	161	152	145	143	123	145	108	164	158	151	164	149	161	155	160	343	63	137	150	9	348	342	142
22	341	314	261	165	283	344	334	324	332	7	227	131	133	112	194	47	79	47	315	127	80	123	133	136	58
23	160	122	87	124	152	128	144	149	190	333	342	116	161	169	167	134	158	200	186	124	138	124	94	131	142
24	147	167	163	161	358	41	344	5	270	320	326	339	313	341	350	336	342	336	331	325	273	306	144	138	331
25	142	153	143	162	89	122	90	94	114	128	243	358	333	335	330	322	327	321	334	31	136	127	139	142	96
26	121	151	80	51	101	94	100	131	36	14	339	332	336	167	97	121	340	348	339	53	125	130	148	148	82
27	145	168	158	112	138	133	48	91	121	332	332	326	336	335	334	340	315	308	335	105	139	128	121	134	77
28	129	170	31												173	199	179	154	119	136	147	82	38		137
29	97	140	132	124	60	56	108	275	102	98	125	124	9	4	294	31	133	149	190	139	116	117	133	144	112
30	120	120	123	138	104	115	136	157	100	119	182	265	182	169	195	179	143	145	116	114	109	111	115	108	136
31	126	124	129	144	137	137	144	132	129	140	150	155	166	160	143	122	141	97	110	131	119	112	114	111	133
MEAN	136.	139.	131.	117.	119.	122.	111.	114.	106.	13.	327.	319.	297.	288.	249.	272.	246.	292.	87.	118.	127.	130.	135.	138.	

TOTAL NUMBER OF OBSERVATIONS = 8153 MEAN = 125.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-99

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. = 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	88	90	90	91	90	93	91	95	84	92			275	274	268	265	270	268	302	82	105	99	102	113	94.
2	114	117	115	112	115	113	117	111	107	112	99	258	203	265	181	244	254	217	114	119	38	107	106	103	129.
3	105	97	109	104	97	104	110	107	105	105	120	132	120	156	188	109	158	109	99	163	104	92	113	109	117.
4	88	105	119	106	103	121	145	38	21	299	270	273	295	292	296	265	242	248	131	58	303	183			216.
5																									
6																									
7																									
8																									
9																									
10																									
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16																									
17																									
18																									
19																									
20																									
21																									
22																									
23													273	135	128	152	197	282	288	124	317	86	109	93	91 135.
24	104	111	104	73	98	86	89	66	90	105	103	231	304	87	353	326	10	307	286	100	85	50	61	85	72.
25	106	101	113	93	81	87	83	78	91	96	249	288	288	292	279	269	264	265	353	85	18	65	104	116	75.
26	111	115	115	109	111	118	114	114	112	111	100	182	256	233	137	273	283	112	84	86	82	77	100	110	116.
27	113	114	111	113	104	72	116	119	118	108	90	281	270	296	313	301	282	268	272	277	318	76	84	88	91.
28	106	118	100	89	105	104	116	106	112	106	95	312	249	139	133	174	171	287	110	83	111	108	106	109	116.
29	82	102	107	4	96	111	283	333	282	84	107	275	276	302	270	104	162	97	121	99	106	100	107	109	98.
30	104	108	109	113	103	106	79	40	73	93	97	242	213	236	159	136	120	111	97	89	351	9	111	99	105.
31	88	93	83	88	69	85	107	109	67	102	116	42	255	240	243	297	300	313	295	89	98	101	82	100	86.
MEAN	101.	106.	107.	95.	98.	101.	107.	86.	90.	100.	110.	262.	259.	247.	225.	246.	249.	260.	98.	90.	67.	90.	98.	103.	

TOTAL NUMBER OF OBSERVATIONS = 3531 MEAN = 106.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-995

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
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9																									
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28																									
29																									
30																									
31																									
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

DIURNAL VARIATION OF WIND DIRECTION AT 8 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	114	195	187	227		216	98	73	20	288	347	358	335	344	326	309	321	298			232	221	195	316	293.
2	184	143	157	237	189	263	190	191	95	65	221	225	226	231	210			224	206	212	219	165	63	112	192.
3	35	287	56	69	89	112	54																		62.
4													272			211	209	200	200	256	215	203	136	163	206.
5	213	242	215	213	163	202	250	264	290	303	305	265	304	264	335	340	328	29	169	216	225	227	212	143	250.
6	188														296	312	324	301	236	218	219	194	209		247.
7	227	237	219	198	197	226	279	230	81	6	350	325	346	348	346	325	324	294	340	195	223	212	107	230	271.
8	222	215	123	224	234	211	163	198	56	53	46	327	21	96	26	348	353	325	318	218	213	209	153	233	225.
9	183	212	126	94	96	146	169	171	72	197	200	203	213	210	208	230	224	229	223	221	222	211	231	276	197.
10	90	255	109	156	224	227	165	198	168	101	230	13					221	300	269	205	191	151	238	259	202.
11	227	167	260	226	165	211	222	182	244	304	335	333	54	139	25	12	329	94	169	167	130	124	302	167	199.
12	210	225	226	214	235	89								322	304	338	5	293	238	212	210	177	243	215	241.
13	220	225	224	178	220	161	232	256	269	47	307	330	351	301	314	307	331	339	338	219	182	252	205	279	264.
14	218	249	253	232	260	250	231	207	224	357	10	333	317	337	351	343	326	341	278	205	174	216	231	205	268.
15	193	220	225	169	203	244	246	222	85	84	39	9	22	325	355	343	7	329	228	232	285	326	174	141	264.
16	121	254	262	175	217	244	159	240	215	65	96	111	164	340	349	352	15	339	329	218	238	228	214	240	232.
17	211	276	210	290	238	202	179	249	115	80	93	329	334	301	309	327	338	341	341	219	220	213	202	117	257.
18																		335		228	225	205	227	197	227.
19	237	149	183	242	224	191	228	176	165	88	36	223	223	251	268	269	264	220	220	229	259	256	139	146	215.
20	160	161	355	4	107	132	130	115	74	58	275	240	243	229	231	225	232	227	227	224	217	197	185	185	196.
21	174	208	193	201	203	198	192	192	193	188	207	191	204	205	207	184	191	258	59	144	146	145	194	192	189.
22	283	238	313	136	177	181	24	157	236	322	192	30	199	243	229	192	249	11	322	281	216	208	225	159	228.
23	162	132	109	171	186	200	171	113	101	121	43	181													144.
24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
MEAN	193.	215.	270.	270.	196.	199.	191.	195.	138.	51.	344.	308.	289.	231.	306.	306.	305.	303.	257.	216.	213.	204.	199.	195.	

TOTAL NUMBER OF OBSERVATIONS = 5427 MEAN = 223.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 30 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	125	162	148	199		198	79	75	17	288	343	354	342	342	323	306	322	302			212	200	154	312	304.
2	190	91	135	233	134	183	191	145	101	71	210	214	215	218	199			214	205	194	193	155	76	122	172.
3	26	165	73	72	90	103	75																		85.
4													269			201	198	190	193	256	233	202	109	143	201.
5	168	249	208	211	159	192	238	250	271	295	300	283	295	261	331	347	343	30	91	157	199	215	217	99	242.
6															293	313	322	295	237	200	215	140	185	104	239.
7	293	276	200	164	145	260	146	305	97	360	352	322	328	325	330	323	334	294	337	230	194	181	4	272	295.
8	218	201	123	223	15	215	147	162	60	43	42	326	15	79	21	343	353	322	332	218	200	105	95	199	71.
9	153	193	107	86	109	112	160	156	65	181	186	189	201	197	197	215	211	219	210	192	186	173	204	264	177.
10	72	244	96	135	185	242	187	163	159	98	225	9					211	280	269	169	164	140	216	257	185.
11	220	144	240	236	138	195	214	171	232	317	347	332	50	129	21	24	316	83	155	168	111	119	353	140	158.
12	177	203	215	217	234	248								319	318	338	5	295	243	204	190	164	223	206	235.
13	219	193	186	147	354	98	216	239	328	43	305	332	351	306	301	307	331	340	348	197	144	297	179	341	294.
14	183	262	258	248	273	272	240	198	206	360	356	334	315	336	350	342	325	340	312	156	139	177	198	159	272.
15	148	197	204	140	132	20	330	200	80	79	34	10	17	326	353	342	3	337	234	193	167	343	161	96	55.
16	111	256	253	158	75	218	118	202	198	69	82		331	334					314	203	209	190	130	228	188.
17	233	329	175	71	250	220	161	245	105	89	114	345		297	305	317	329	335	344	223	205	176	194	64	251.
18	270	129	219	208	147	236	246	223	334	328	309	298	297	308	312	332	325	325	336	252	211	186	224	139	267.
19	292	185	150	242	215	190	213	33	173	75	24	212	212	238	253	256	254	209	204	208	234	11	127	137	207.
20	148	158	287	321	77	113	122	104	79	53	273	226	228	216	217	211	219	215	217	203	194	178	166	163	186.
21	159	189	180	188	189	183	176	175	177	171	194	174	190	194	196	171	178	245	47	128	132	129	183	98	172.
22	278	233	292	122	163	224	360	131	201	321	181	5	194	231	221	172	236	359	322	298	210	206	212	147	225.
23	145	109	103	166	165	190	160	106	86	104	32	204	191	175		214	209	207	191	205	134	151	97	108	153.
24	150	153	83	68	153	195	158	109	169	29	38	1													118.
25																302	297	290	284	231	227	208	242	325	267.
26	224	253	120	209	56	165	86	248	185	16	193	214	205	204	214	240	225	258	308	223	213	221	112	278	213.
27	214	209	122	223	229	58	176	177	246	35	309	299	312	301	337	334	306	301	283	246	211				266.
28																			128	174	142	152	165	154	153.
29	169	149	159	161	132	156	138	235	302	78	324	278	251	242	278	218	128	91	104	176	109	110	155	169	166.
30	199	199	199	199	199	199	199	199	199	180	132	205	209	209	211	214	209	197	187	197	196	201	195	199	197.
31	185	202	201	199	192	196	195	190	192	213	211	211	213	214	217	217	218	222	229	231	218	200	198	220	207.
MEAN	187.	193.	270.	270.	156.	192.	170.	182.	160.	46.	328.	290.	265.	259.	285.	283.	281.	281.	257.	204.	188.	174.	172.	165.	

TOTAL NUMBER OF OBSERVATIONS = 7393 MEAN = 203.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT.

II (6-C)

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 100 FEET
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	188	164	103	121		220	34	91	9	282	330	342	329	329	307	294	311	302			188	160	157	97	307.
2	161	73	112	264	151	161	189	138	112	106	202	204	205	209	188			205	186	181	170	163	80	140	165.
3	216	182	82	114	102	110	183																		139.
4													255			191	188	177	187	256	272	193	87	106	195.
5	117	264	228	210	167	185	235	237	256	284	289	274	287	248	315	352	336	22	57	49	84	331	241	114	268.
6															285	302	311	288	270	266	256	184	210	108	263.
7	22	43	151	181	133	326	274	304	61	348	347	317	320	311	315	299	323	285	327	4	199	195	12	96	329.
8	125	187	29	249	357	271	278	56	77	41	33	301	6	74	351	332	4	309	328	257	200	194	49	77	358.
9	70	140	96	100	130	116	156	171	47	168	173	177	189	184	187	204	200	205	200	182	174	159	169	191	163.
10	152	210	70	109	145	253	184	146	159	105	214	359					208	270	264	133	127	136	234	250	176.
11	228	108	233	246	118	203	262	185	218	275	328	317	36	118	6	27	296	66	141	141	93	98	20	57	121.
12	75	110	218	226	230	246								307	302	324	5	279	232	197	189	151	179	218	229.
13	261	206	182	178	35	14	351	239	265	43	296	325	329	299	309	301	327	331	358	126	149	320	181	336	307.
14	108	278	261	258	279	293	255	215	198	354	337	328	303	326	338	330	314	329	336	45	113	133	142	152	300.
15	40	163	233	342	14	69	53	195	43	70	21	360	4	305	342	333	354	329	58	142	156	27	196	32	24.
16	111	95	306	305	74	63	109	96	246	73	78	36	321	326	336	337	4	331	348	232	133	283	33	256	12.
17	8	10	87	99	317	259	110	302	122	85	78	329		292	298	316	322	331	355	32	85	133	223	20	9.
18	332	57	156	242	50	190	349	24	41	326	306	296	292	300	306	324	317	317	334	10	222	215	99	173	323.
19	33	14	101	129	209	196	260	31	357	60	63	210	209	230	247	252	249	202	199	198	158	12	111	119	181.
20	120	148	184	212	72	111	116	114	104	78	232	217	218	207	208	203	210	204	209	194	179	166	152	156	171.
21	162	178	170	177	175	171	166	164	167	161	183	165	179	183	165	161	168	237	37	126	123	120	164	97	163.
22	274	228	279	111	156	219	336	75	152	14	144	61	181	219	208	161	225	355	323	316	220	229	215	149	209.
23	123	97	125	166	140	192	142	144	95	89	30	195	179	168		206	200	198	177	197	134	143	89	83	147.
24	127	141	85	57	148	169	171	123	166	27	34	359													112.
25																298	293	287	294	256	243	247	58	49	288.
26	279	266	47	208	19	141	158	65	168	333	183	202	197	198	199	231	223	252	325	242	211	224	147	44	210.
27	187	228	102	154	324	31	115	147	241	23	305	298	305	293	325	330	297	290	280	234	199				279.
28																			124	151	124	138	153	144	139.
29	158	138	143	142	113	129	125	211	287	46	326	273	246	235	270	213	147	79	95	159	109	98	136	141	151.
30	131	132	134	137	187	171	147	160	144	141	138	195	201	199	201	203	198	186	181	190	186	191	185	190	172.
31	176	193	192	187	181	186	186	182	182	203	200	200	202	203	206	205	206	211	218	219	210	190	194	210	197.
MEAN	138.	155.	270.	270.	127.	183.	171.	148.	144.	49.	328.	285.	257.	249.	279.	278.	275.	278.	278.	193.	169.	170.	149.	122.	

TOTAL NUMBER OF OBSERVATIONS = 7429 MEAN = 188.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-999

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 200 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
	241	197	108	124		217	72	173	19	302	330	352	331	333	309	299	316	311			147	131	201	190	275.
	201	165	121	159	205	160	210	153	159	165	219	220	219	224	203			219	201	189	183	184	184	171	187.
	195	199	183	190	175	159	194																		185.
													257			204	202	193	203	285	344	220	115	103	209.
	116	305	294	233	193	227	257	250	269	299	304	280	291	258	330	352	349	27	53	68	67	9	270	202	294.
															292	306	312	294	286	324	307	224	236	209	281.
	37	95	135	263	192	7	75	264	97	8	357	322	320	312	300	305	332	288	334	2	268	245	160	107	329.
	148	193	343	342	290	263	288	123	117	78	44	322	11	69	5	339	270	316	333	343	215	235	162	138	328.
	83	158	126	157	163	147	176	196	188	184	191	196	205	201	204	221	216	223	216	202	198	178	174	204	186.
	194	202	127	106	192	273	224	148	177	126	222	6					210	284	276	141	118	153	289	278	195.
	301	110	254	273	321	219	304	234	232	260	340	318	63	131	351	38	302	66	154	121	109	93	41	357	333.
	8	27	225	258	251	265								302	305	320	9	269	237	205	203	164	179	264	262.
	291	257	211	229	174	37	96	266	250	57	305	307	337	303	319	305	335	338	2	94	200	218	235	269	286.
	315	297	277	276	293	298	279	254	211	283	332	330	307	332	344	336	320	336	347	39	105	128	172	170	304.
	151	178	236	278	8	192	87	237	1	80	31	1	336	310	341	1	358	339	47	136	198	163	218	201	331.
	131	113	91	290	168	105	107	113	145	118	85		326	335	348		2	341	357	4	100	52	110	82	73.
	320	8	102	116	86	290	119	284	266	148	131	340		309	307	324	331	340	1	30	85	102	289	354	357.
	19	72	140	282	115	357	292	312	278	280	312	305	303	308	317	332	326	329	351	16	10	261	117	280	323.
	83	121	129	107	112	199	284	153	360	78	145	225	226	246	263	267	262	216	219	222	218	47	133	137	183.
	116	187	208	214	134	124	145	178	185	159	234	237	236	226	227	223	229	223	232	219	202	192	179	182	197.
	191	196	191	199	193	191	185	184	187	179	203	186	197	201	203	181	188	256	45	125	138	134	173	142	182.
	298	253	296	134	172	233	306	148	152	92	138	122	192	236	220	181	255	12	356	337	323	280	250	186	226.
	140	168	171	186	178	224	163	200	158	113	39	207		197			229	223	207	229	177	178	139	116	179.
	168	177	136	298	195	232	249	206	296	73	53	21													201.
																312	302	293	317	320	265	269	72	93	309.
	197	256	56	126	28	157	223	221	214	212	204	220	216	215	220	246	235	269	351	335	242	262	209	65	225.
	101	306	68	125	349	278	54	49	294	357	317	310	315	304	329	340	308	302	297	241	207				323.
																			149	159	147	160	172	166	159.
	176	156	154	145	120	137	135	204	301	348	328	276	248	237	271	243	177	94	119	175	136	119	148	157	172.
	160	152	153	160	213	193	167	182	176	169	178	213	218	216	219	221	215	202	203	211	207	209	204	211	194.
	198	212	210	206	199	203	204	203	204	221	218	218	220	222	211	207	209	214	222	223	215	206	215	229	211.
MEAN	163.	182.	270.	270.	181.	211.	192.	200.	211.	132.	289.	282.	270.	262.	286.	287.	280.	287.	294.	214.	183.	183.	182.	174.	

TOTAL NUMBER OF OBSERVATIONS = 7402 MEAN = 220.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 (-1000

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	35	34	33	33	31	30	29	29	36	46	58	64	66	67	68	68	68	67	64	53	46	42	38	37	48.
2	35	34	33	32	31	30	29	30	38	49				71	70	70	71	69	66	57	49	43	40	38	47.
3	38	37	37	37	38	37	36	38	46	57	64	64	66	65	56	52	53	46	45	45	45	44	46	45	48.
4	44	45	46	47	45	43	41	40	41	47	51	51	52	54	54	56	56	55	54	50	47	45	41	38	48.
5	36	33	29	28	29	30	31	32	34	36	36	36	37	38	40	43	45	46	44	38	33	29	27	25	35.
6	25	23	22	22	22	21	21	21	24	30	37	41	45	49	52	53	54	53	51	45	41	38	35	32	36.
7	30	28	27	25	25	25	24	24	29	40	47	55	58	60	61	61	62	61	58	50	39	38	35	32	42.
8	31	30	28	27	26	25	24	23	30	42	52	59	62	63	64	65	66	64	60	49	44	37	35	34	44.
9	33	32	34	32	32	32	34	37	42	50	59	60	62	61	62			60	59	50	46	42	40	39	46.
10	37	36	35	34	34	31	31	34	39	46	55	57	59	59	60	62	61	59	54	46	42	39	38	37	46.
11	34	33	31	29	31	31	29	32	34	38	41	45	48	52	42	39	39	39	39	38	35	33	32	30	37.
12	30	30	30	29	30	31	32	33	33	34	36	38	39	41	43	45	47	48	46	44	43	41	39	34	38.
13	32	30	28	28	26	26	25	25	28	35	43	48	51	52	53	54	55	55	49	40	37	33	31	30	39.
14	28	27	23	22	22	21	19	18	23	31	38	42	46	49	50	51	52	51	47	36	30	30	27	26	34.
15	25	24	23	23	22	21	21	21	25	35	46	50	56	58	59	60	61	59	44	36	34	32	30	29	38.
16	28	26	26	26	25	26	28	36	47	56	59	61	62	63	64	64	58	45	43	40	37	35	34	32	43.
17	31	30	30	27	26	26	29	38	49	57	61	64	66	68	69	68	63	50	44	41	39	36	35	33	45.
18	32	32	30	30	29	28	30	39	50	56				66		70	70	69	61	49	45	40	38	35	45.
19	34	32	32	31	29	28	28	27	33	44	53	63	68	68	69	69	68	67	58	49	45	41	38	37	47.
20	35	34	34	33	32	32	31	31	36	45	58	64	66	67	67	67	66	65	58	48	44	41	40	39	48.
21	39	39	37	37	37	40	45	44	51	54	54	51	53	55	58	58	57	45	42	41	41	40	39	37	46.
22	36	35	35	36	37	35	34	33	35	36	39	44	51	54	56	55	53	51	49	47	45	43	42	41	43.
23	41	39	38	38	39	39	38	38	40	43	47	51	51	49	47	48	49	47	44	40	40	39	38	38	43.
24	38	38	39	38	39	38	37	37	39	44	45	46	49	49	49	49	50	45	44	43	41	36	33	31	42.
25	29	28	27	27	28	28	27	27	29	32	35		42	45	48	52	53	51	46	38	35	32	30	29	36.
26	28	27	26	26	25	25	25	25	27	35	45	54	55	56	56	54	56	54	49	42	38	36	34	32	39.
27	31	32	30	29	28	27	27	26	29	37	41	47	51	52	52	52	51	48	46	45	44	42	40	40	40.
28	39	38	37	36	36	37	37	37	38	40	42	45	48	48	49	48	45	41	39	35	35	35	35	36	40.
29	38	37	37	34	33	33	33	33	34	35	37		36	34	33	32									35.
30	29	26	25	24	22	21	21	21	21	24	27	31	34	35	36	35	34	32	30	26	25	24	23	25	28.
31	28	28	29	30	30	29	29	29	29	31	32	33		35	35	36	36	36	36	35	34	33	34	33	32.
MEAN	34.	33.	32.	31.	31.	30.	30.	31.	35.	42.	47.	51.	53.	55.	54.	55.	56.	53.	49.	44.	40.	38.	36.	35.	

TOTAL NUMBER OF OBSERVATIONS = 8663 MEAN = 41.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1001

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. = 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	36	34	30	26	25	25	21	21	30	43	53	61	67	68	69	69	70	69	64	52	45	39	38	36	46.
2	35	32	27	26	23	23	23	21	29	40	53	66	70	71	72	72	72	71	67	56	47	42	39	37	47.
3	37	36	34	29	27	25	25	29	33	43	61	65	66	66	57	54	53	47	47	47	45	47	48	47	45.
4	47	47	47	48	47	46	42	40	42	47	51	53	55	56	57	57	58	57	55	49	48	47	43	40	49.
5	38	34	30	28	30	32	33	34	33	38	37	37	39	41	43	46	47	47	45	38	34	30	27	24	36.
6	23	21	19	18	19	18	19	20	22	27	34	41	46	50	53	53	54	54	50	43	40	37	34	31	35.
7	30	28	25	21	20	15	17	17	25	36	46	54	61	62	63	65	63	62	55	48	41	36	33	30	39.
8	28	26	24	22	21	20	19	18	23	34	45	52	58	59	62	63	63	62	57	48	41	36	33	31	40.
9	30	31	30	30	28	27	31	35	38	45						62	62	62	58	48	43	38	37	35	41.
10	32	30	30	30	29	26	28	30	36	42	50	56	57	58	60	61	62	58	52	43	39	35	36	35	43.
11	31	30	29	30	30	29	28	30	30	35	41	46	49	51	42	41	41	41	39	36	36	35	34	30	36.
12	30	30	30	29	30	30	30	31	30	34	36	38	41	41	44	46	47	48	46	43	41	40	35	36	37.
13	30	27	25	24	25	25	25	22	24	32	41	47	51	52	52	55	57	54	49	39	35	30	30	33	37.
14	25	25	21	20	20	19	17	15	22	30	36												25	25	23.
15	24	19	19	17	15	14	14	15	18	26	37	45	53	57	57	60	60	58	51	40	34	30	30	30	35.
16	29	24	20	19	20	20	19	18	21	33	44	52	57	61	62	62	62	62	54	46	40	35	33	30	39.
17	31	30	26	26	23	20	20	21	25	36	47	56	61	64	68	68	68	66							42.
18																							32	33	33.
19	31	31	30	25	23	22	21	20	24	35		56	66	68	69	69	68	68	60	47	42	38	38	36	43.
20	30	28	32	29	31	31	30	30	34	42	55	63	66	68	68	68	67	63	56	46		38	39	37	46.
21	37	37	36	36	35	34	33	34	40	55	53	52	55	55	57	59	57	50	44	41	41	40	36	35	44.
22	36	36	36	36	35	34	32	32	35	35	37	41	49	54	56	56	53	50	47	46	46	43	41	41	42.
23	41	40	38	36	37	38	40	37	36	36	42	47	52	50	46	46	47	46	45	41	40	40	38	35	42.
24	35	36	35	35	35	35	35	35	35	37	41	45	46	50	49	50	51	47	44	40	41	36	33	33	40.
25	26	26	25	25	25	25	25	25	26	30	31	36	40	45	51	52	52	51	44	39	36	31	29	26	35.
26	25	25	23	21	20	20	20	20	22	28	36	43	54	57	57	56	54	52	48	41	36	35	32	30	36.
27	30	30	30	28	25	25	25	23	25	29	39	47	52	52	52	52	51	48	47	47	44	41	41	39	39.
28	37	36	36												50	47	44	40	36	34	32	31	30		38.
29	37	37	36	34	30	32	32	34	35	36	37	40	37	37	36	32	31	32	33	33	32	31	31	30	34.
30	27	25	25	23	21	21	21	20	26	30	30	34	36	36	36	35	32	30	27	25	25	25	25	27	28.
31	29	30	28	28	30	29	30	31	30	32	35	36	36	36	36	36	38	37	37	36	35	31	35	34	34.
MEAN	32.	31.	30.	28.	27.	27.	27.	26.	30.	37.	43.	49.	53.	55.	55.	55.	55.	53.	49.	43.	40.	37.	35.	34.	

TOTAL NUMBER OF OBSERVATIONS = 8157 MEAN = 39.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-1002

BADGER
CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. = 22 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	38	36	35	34	33	33	32	32	38	47			63	69	69	69	70	67	62	53	49	45	43	41	48.
2	39	37	36	35	35	34	34	35	40	50	63	69	70	71	71	72	72	71	66	61	52	47	44	43	52.
3	41	40	41	41	40	40	41	42	49	59	66	66	68	67	58	55	55	49	47	47	45	45	48	47	50.
4	46	44	47	50	49	47	45	44	46	51	54	55	54	55	56	58	58	58	55	50	49	47			51.
5																									
6																									
7																									
8																									
9																									
10																									
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16																									
17																									
18																									
19																									
20																									
21																									
22																									
23													51	51	51	50	49	50	49	48	42	42	41	41	40	47.
24	41	41	41	41	41	40	39	38	39	41	46		48	48	48	51	52	51	49	47	42	41	39	38	33	43.
25	32	31	31	30	31	30	30	29	29	31	37		40	42	47	51	54	53	52	47	41	37	29	34	33	38.
26	32	32	31	30	30	30	29	28	30	36	46		55	55	56	58	57	57	53	49	44	40	38	37	35	42.
27	34	34	33	32	31	31	30	30	32	38	46		51	51	54	54	53	52	50	48	47	45	44	42	41	42.
28	40	39	38	38	38	38	36	39	39	41	44		46	49	50	51	51	48	44	41	38	37	37	37	37	42.
29	37	38	39	37	36	38	37	36	36	37	40		40	38	35	34	33	32	32	34	33	31	30	30	30	36.
30	28	27	26	25	25	25	24	24	26	29	32		35	36	37	37	36	32	32	29	29	27	27	29	31	30.
31	31	32	32	32	31	31	31	31	32	33	34		35	36	37	37	38	38	38	36	36	35	34	34	33	34.
MEAN	37.	36.	36.	36.	35.	35.	34.	34.	37.	42.	47.		50.	51.	53.	53.	53.	52.	50.	47.	44.	41.	39.	38.	37.	

TOTAL NUMBER OF OBSERVATIONS = 3531 MEAN = 43.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 24 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 MEAN
1																								
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
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23																								
24																								
25																								
26																								
27																								
28																								
29																								
30																								
31																								
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

11 G-100

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 8 FEET(DEG F)
TRAILER NO, = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	43	47	45	43		40	42	53	62	72	75	76	76	76	74	72	69	63			51	49	48	47	59.
2	46	45	42	45	43	43	39	43	52	63	72	76	77	78	79			70	60	56	51	49	43	46	55.
3	46	44	46	46	46	46	43																		46.
4													51			69	65	63	59	55	52	49	46	43	56.
5	40	38	36	36	38	38	38	39	40	41	41	41	43	44	47	50	55	55	50	43	39	37	36	35	42.
6	35														54	53	51	49	45	41	38	37	36		45.
7	33	32	33	29	29	29	29	30	39	50	57	61	63	64	59	60	64	57	53	48	41	38	37	36	45.
8	34	33	32	31	31	30	30	31	40	51	60	65	66	67	69	66	62	61	55	48	43	40	39	38	47.
9	37	37	39	39	38	39	40	45	47	53	57	62	62	65	62	64	63	60	54	47	42	42	41	41	49.
10	41	41	40	39	37	33	36	37	40	50	56	55					59	55	50	46	42	40	38	37	44.
11	36	34	33	30	32	31	31	32	34	41	47	45	51	52	44	40	38	37	35	34	32	32	31	30	37.
12	29	29	29	29	30	31								53	58	59	60	58	55	53	52	50	47	43	45.
13	41	40	39	37	37	37	37	38	42	53	61	65	69	70	71	72	71	67	59	50	45	44	42	42	52.
14	42	41	39	35	33	30	28	29	38	49	56	30	65	68	69	69	66	62	53	46	44	42	38	34	47.
15	30	30	29	28	28	28	28	28	35	46	54	58	78	80		83	81	75	66	54	42	42	41	40	47.
16	39	38	37	36	36	35	34	37	41	53	61														41.
17																		67	63	58	54	51	49	47	55.
18	49	48	49	44	43	45	42	45	48	55	62	66	69	70	71	70	69	67	61	54	51	53	51	49	56.
19	49	49	47	47	46	45	46	44	46	54	61	65	66	68	68	67	66	64	59	52	50	51	50	50	55.
20	49	50	51	50	52	52	52	52	53	55	55	51	53	53	58	58	57	51	43	42	41	42	41	41	50.
21	37	37	37	36	43	42	42	41	39	38	41	46	51	54	56	56	54	52	51	48	47	45	44	44	46.
22	43	43	42	41	42	41	42	41	41	45	48	50	51	50		49	49	48	47	40	40	40	40	39	44.
23	39	40	40	40	40	38	38	38	39	40	44	46													41.
24																	53	52	48	43	39	39	38	38	44.
25	36	36	37	35	35	36	36	35	37	41	50	53	55	56	57	56	56	55	50	45	42	41	41	40	45.
26	38	39	39	36	38	37	36	35	38	42	46	49	51	51	53	52	51	48	46	45	43				44.
27																			39	38	38	38	40		39.
28	38	37	36	37	37	38	37	36	36	36	38	39	37	36	34	33	31	31	31	33	32	31	31	31	35.
29	30	29	28	27	24	26	27	27	27	28	29	32	34	35	35	36	34	32	30	29	29	29	29	30	30.
30	30	30	30	30	30	30	30	30	30	32	32	33	34	35	35	35	35	35	35	35	36	35	35	34	33.
MEAN	39.	39.	39.	37.	37.	37.	37.	38.	42.	48.	53.	53.	58.	59.	58.	58.	57.	55.	51.	46.	43.	42.	41.	40.	

TOTAL NUMBER OF OBSERVATIONS = 6815 MEAN = 46.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 30 FEET(DEG F)
TRAILER NO, = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	48	51	50	48		45	46	54	62	71	74	74	75	75	74	72	70	66			59	57	53	51	61.
2	51	49	46	50	46	48	46	47	55	62	72	75	76	77	78			69	61	61	59	56	50	55	58.
3	54	51	52	52	53	52	49																		52.
4													49			65	63	63	61	57	55	51	49	47	57.
5	45	43	42	42	41	40	39	40	40	41	40	40	41	42	45	47	50	51	50	48	46	44	42	41	44.
6															49	50	50	49	48	46	44	43	41	40	46.
7	39	38	37	36	37	35	35	34	39	42	50	53	55	56	57	57	57	56	54	51	49	47	44	44	48.
8	43	39	39	38	39	38	37	38	41	48	54	57	58	59	60	60	60	59	57	54	52	49	46	47	49.
9	42	44	46	44	45	45	46	45	48	52	53	56	57	58	58	60	59	58	55	51	49	50	47	46	51.
10	47	46	45	43	45	40	41	43	42	48	52	53					58	55	53	50	48	47	41	40	47.
11	40	39	36	34	36	36	35	35	36	39	42	42	46	49	42	40	38	37	36	36	35	35	34	33	39.
12	33	33	33	31	32	32								50	53	55	56	57	56	55	54	53	51	49	46.
13	48	47	47	46	45	44	44	44	43	50	55	58	60	62	63	64	65	64	62	59	55	53	50	50	54.
14	51	48	43	41	39	36	35	35	38	42	47		56	60	60	61	61	60	57	55	53	50	47		49.
15	37	37	35	35		36	34	35	37	45	50	51	66	70			75	73	71	61	50	50	47	47	50.
16	46	45	43	42	43	43	42	43	43	51	56	59	61	62											49.
17																									
18																		68	66	63	61	59	57	53	61.
19	53	51	52	51	49	49	49	47	50	55	62	65	67	68	69	68	68	67	63	58	56	55	54	53	58.
20	53	53	51	50	51	49	49	48	48	55	61	64	65	67	67	66	66	64	61	56	57	56	54	54	57.
21	52	54	54	53	54	55	54	54	55	56	55	52	52	52	57	57	57	51	43	42	42	43	42	42	52.
22	37	37	36	36	44	43	43	43	40	38	40	45	50	53	54	54	53	51	50	48	48	46		44	45.
23	43	40	42	42	43	42	43	42	41	44	47	49	50	49			48	48	47	40	40	40	40	40	44.
24	40	41	40	41	41	39	39	39	39	40	43	45													41.
25																51	52	51	49	46	44	43	41	40	47.
26	39	39	39	39	37	39	39	39	40	42	49	52	53	54	55	54	55	54	50	48	46	45	43	43	46.
27	42	41	41	39	39	38	39	40	39	42	45	48	50	50	52	51	50	48	47	45	44				45.
28																			40	40	40	40	41	40	41.
29	38	37	37	38	38	38	38	36	36	35	37	38	35	35	34	32	31	30	31	33	31	31	31	31	35.
30	30	30	28	27	27	28	28	27	27	27	28	31	32	33	33	34	32	30	29	28	29	28	29	29	30.
31	30	30	30	30	30	29	29	29	30	31	31	32	33	34	33	34	34	35	34	34	35	34	33	34	32.
MEAN	44.	43.	42.	42.	42.	41.	41.	41.	43.	47.	50.	52.	54.	56.	54.	55.	55.	54.	52.	49.	48.	47.	45.	44.	

TOTAL NUMBER OF OBSERVATIONS = 6708 MEAN = 47.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1006

DIURNAL VARIATION OF TEMPERATURE AT 100 FEET(DEG F)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																		68	61	63	61	57	52	57	60.
3	55	53	55	54	55	55	52																		55.
4													47			63	62	62	61	57	55	51	49	48	56.
5	48	44	43	42	42	41	38	39	39	40	39	39	40	41	43	46	49	50	49	48	47	45	43	42	44.
6															47	48	49	48	47	46	45	44	42	41	46.
7	41	38	39	37	38	38	37	35	38	44	48	52	53	55	56	58	56	55	54	51	50	49	46	48	47.
8	45	41	41	40	40	40	39	40	42	46	53	55	56	57	59	59	59	58	56	54	48	49	47	48	50.
9	47	47	47	46	46	46	47	46	47	51	52	54		56	56	58	58	57	55	53	53	52	48	47	51.
10	47	47	46	45	46	42	41	44	43	48	50	52						54	52	51	49	49	44	41	47.
11	40	40	37	35	36	36	36	35	36	38	40	41	45	47	41	39	37	36	35	35	35	35	34	33	38.
12	33	33	33	32	32	32								48	51	53	55	55	55	55	55	53	53	50	46.
13	49	47	48	47	46	45	45	44	44	49	53	56	59	60	62	63	63	63	62	60	58	55	51	51	54.
14	51	48	43	42	40	37	35	35	38	41	45		55	58	58	59	60	59	57	56	53	53	49	40	49.
15	39	40	37	36	37	38	36	36	38	43	48	50	65	68			73	72	70	62	48	51	49	49	50.
16	49	47	44	43	44	44	44	45	44	50	54	57	59	60	61	62									51.
17																									
18																		68	64	63	61	60	58	55	61.
19	53	52	53	53	49	49	49	49	51	54	60	64	65	67	67	68	67	66	63	60	58	56	56	55	58.
20	54	54	54	52	52	51	51	50	50	54	60	62	63	65	65	65	64	63	61	58	58	56	55	54	58.
21	53	54	53	52	53	53	52	52	53	53	53	49	52	51	56	54	57	52	43	42	42	43	43	43	51.
22	37	36	36	37	44	44	44	44	43	40	41	45	50				54	53	51	50	49	48	47	45	45.
23	44	44	43	44	44	44	45	44	44	45	47	49	49	48			48	48	47	40	40	41	40	40	45.
24	41	41	41	41	41	39	40	40	40	40	43	45													41.
25																51	52	52	50	47	45	43	43	41	47.
26	40	41	41	41	39	42	41	40	41	43	49	52	52	54	55	55	55	54	51	49	48	46	45	45	47.
27	44	42	42	41	39	39	41	41	40	42	45	48	50	50	51	51	50	48	47	45	44				45.
28																			40	41	41	40	40	39	41.
29	38	37	37	39	39	39	40	38	36	36	38	38	36	35	34	32	31	31	32	34	32	32	32	31	36.
30	31	31	30	29	30	30	29	29	28	29	30	31	32	33	34	34	33	31	30	30	29	29	30	30	31.
31	30	30	30	30	30	30	29	29	30	31	32	32	32	34	33	34	35	35	35	35	36	35	35	35	33.
MEAN	44.	43.	43.	42.	42.	42.	42.	41.	42.	44.	47.	49.	51.	52.	52.	53.	54.	53.	52.	50.	48.	47.	46.	45.	

TOTAL NUMBER OF OBSERVATIONS = 6378 MEAN = 47.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 200 FEET(DEG F)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	50	51	50	51		49	49	55	59	66	69	69	70	70	70	69	68	64			57	55	56	51	60.
2	53	51	48	51	50	51	49	50	57	62	66	69	70	70	71			67	61	62	61	57	51	53	58.
3	55	52	53	53	53	53	50																		53.
4													48			64	62	62	60	57	54		47	47	50.
5	46	43	41	41	42	41	39	39	39	40	39	40	41	42	44	47	52	53	49	44	43	41	39	38	43.
6															50	50	49	47	45	44	43	41	40	39	45.
7	36	36	36	35	36	35	34	36	41	48	53	56	57	58	58	61	59	56	53	49	47	44	43	42	47.
8	43	40	39	38	36	36	35	35	43	50	56	59	60	61	63	63	60	59	55	51		47	45	43	49.
9	43	45	45	44	44	45	46	47	49	52	53	55	56	58	56	59	58	57	54	53	53	51	48	46	51.
10	45	45	44	43	42	42	41	42	44	49	52	53						54	51	48	47	47	44	41	46.
11	39	38	38	36	35	34	35	35	36	39	44	43	47	49	42	40	37	34	36	34	35	34	34	33	38.
12	32	32	31	32	32	33								51	55	56	57	56	55	54	54	53	51	47	46.
13	46	44	43	44	43	41	42	43	47	54	59	61	63	64	66	67	67	65	61	57	55	51	50	48	54.
14	45	47	44	41	39	36	35	35	39	45	51		59	61	62	63	63	60	56	52	50	50	49	38	50.
15	37	35	34	35	33	32	33	35	40	46	51	54	69	73				74	68	60	52	48	46	45	46.
16	45	46	44	41	40	41	42	44	46	53	58	61	63	64	65										50.
17																									
18																		68	65	61	57	55	52	50	58.
19	48	50	51	50	48	47	46	45	49	57	62	66	67	68	70	69	68	66	63	61	59	54	51	51	57.
20	51	51	52	52	48	47	49	49	52	57	62	64	65	65	66	66	64	63	61	58	57	56	55	54	57.
21	53	53	52	52	53	53	52	51	52	54	53	49	52	51	57	57	56	51	42	41	40	42	42	43	51.
22	37	36	36	37	44	44	44	44	44	43	44	47	51	53	56	55	54	52	51	49		46	46	45	47.
23	44	43	42	43	44	44	44	44	44	45	47		50	49			47	47	46	39	39	39	39	39	44.
24	40	41	41	40	40	40	38	40	40	41	45	49													42.
25																53	52	52	49	46	44	42	39	39	46.
26	39	39	38	38	37	39	39	38	41	46	50	53	54	55	57	55	56	54	51	47	45	44	43	41	46.
27	41	41	41	40	39	38	37	36	41	46	47	50	52	50	52	51	50	48	46	45	43				45.
28																			39	40	40	40	40	39	40.
29	38	36	37	39	40	40	40	39	37	37	38	39	36	34	33	33	32	31	31	32	31	30	31	31	36.
30	31	29	29	29	28	29	29	28	28	30	30	33	34	34	35	35	34	31	30	29	29	29	29	29	31.
31	30	30	30	30	29	29	29	29	30	31	31	33	33	34	33	34	35	35	35	35	35	35	35	34	33.
MEAN	43.	43.	42.	42.	41.	41.	41.	41.	44.	48.	51.	53.	55.	56.	55.	55.	54.	54.	51.	49.	47.	46.	45.	43.	

TOTAL NUMBER OF OBSERVATIONS = 6774 MEAN = 47.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-100S

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO, = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	31	33	34	36	37	39	41	43	42	36	29	23	21	20	19	19	18	18	19	19	21	24	26	28	29.
2	31	33	35	37	39	42	45	46	44	37				12	12	11	10	10	10	10	12	14	16	18	25.
3	19	21	22	23	24	24	26	27	27	23	17	17	17	17	24	52	50	79	81	82	80	85	76	73	41.
4	75	76	72	71	73	80	85	89	88	74	53	47	42	39	37	35	34	34	35	42	52	62	88	94	62.
5	95	98	100	100	99	96	96	96	93	91	88	89	87	83	80	73	66	61	63	82	93	97	99	100	89.
6	100	100	100	100	100	96	91	100	100	96	76	65	57	46	38	33	27	27	29	38	56	64	70	77	70.
7	81	85	88	89	90	90	92	91	84	61	47	32	28	24	22	21	21	21	20	22	34	51	60	68	55.
8	71	70	75	76	79	80	82	83	73	53	39	29	21	18	18	17	17	17	17	20	29	40	51	59	48.
9	62	67	63	67	70	70	67	64	57	45	36	33	31	31	30			20	22	27	34	50	60	62	49.
10	65	68	69	73	74	79	78	76	67	58	41	35	32	31	30	26	26	28	32	44	56	64	65	65	54.
11	70	76	81	84	85	87	91	89	90	81	84	75	64	52	72	90	94	95	90	88	96	97	99	100	85.
12	99	100	100	100	100	99	98	97	98	97	87	81	78	76	73	68	64	63	68	81	86	90	91	98	88.
13	99	100	100	100	100	100	100	100	98	89	71	55	37	31	29	26	25	24	26	50	64	74	77	80	69.
14	84	87	94	95	95	96	98	97	92	78	62	55	48	36	29	25	23	23	23	32	51	60	68	70	64.
15	74	74	75	76	77	81	80	81	74	55	41	35	26	21	19	18	17	17	28	41	48	54	59	64	52.
16	63	69	69	69	71	70	66	55	39	27	22	19	18	18	18	17	18	26	37	47	53	56	60	64	45.
17	67	69	69	74	73	78	75	58	42	29	24	21	19	17	17	16	16	22	33	42	49	57	60	63	46.
18	66	68	71	73	73	77	72	58	42	32				21		17	16	15	16	21	27	35	43	50	45.
19	54	59	60	60	64	66	68	70	62	47	35	28	19	17	16	15	14	14	15	19	22	27	35	42	39.
20	46	51	53	54	56	59	61	64	56	44	31	21	19	17	17	16	16	16	17	21	26	31	36	41	37.
21	44	43	47	48	47	46	39	39	37	32	32	42	43	43	33	31	30	63	83	89	86	86	92	95	53.
22	95	94	95	94	91	94	95	97	95	92	88	79	56	44	38	38	44	51	61	71	78	85	90	94	78.
23	93	95	96	94	92	88	89	89	83	78	67	53	52	56	68	60	59	64	76	88	91	92	96	97	80.
24	96	96	95	97	97	97	98	97	93	81	75	72	59	57	55	58	55	59	70	75	82	87	93	97	81.
25	98	98	99	99	100	100	100	100	98	97	94		81	70	59	50	47	51	62	81	88	93	93	95	85.
26	96	96	97	96	96	96	94	94	92	81	63	41	31	28	28	28	26	28	38	58	69	72	75	79	67.
27	80	80	83	84	87	90	89	91	85	70	63	52	44	38	37	38	37	51	56	63	63	70	76	80	67.
28	83	90	90	91	89	87	85	84	85	79	68	60	48	44	40	41	52	71	74	83	85	85	81	79	75.
29	75	81	82	86	90	91	92	92	92	87	82		87	86	87	91									87.
30	92	94	94	93	96	95	95	95	94	91	88	76	64	56	53	48	54	68	72	82	86	88	90	87	82.
31	81	82	76	73	72	75	75	76	74	71	69	66		66	64	64	66	68	73	76	84	85	86	88	75.
MEAN	74.	76.	77.	78.	79.	80.	80.	79.	75.	66.	58.	49.	44.	40.	39.	39.	36.	41.	45.	54.	61.	66.	71.	74.	

TOTAL NUMBER OF OBSERVATIONS = 8659 MEAN = 62.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1009

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. = 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	28	29	31	34	38	40	47	54	50	39	30	23	18	16	15	14	14	13	14	15	18	21	24	26	28.
2	28	30	34	38	44	48	49	56	53	43	33	23	16	15	14	13	13	12	12	13	14	17	19	21	28.
3	23	25	26	29	33	40	48	47	46	40	27	20	19	19	27	50	55	82	84	81	86	81	75	74	48.
4	74	75	76	73	75	76	86	90	89	79	56	46	41	38	35	36	34	35	37	52	60	65	88	90	63.
5	90	90	90	90	90	90	90	90	90	89	90	88	83	76	71	65	62	64	65	82	90		90	90	84.
6	90	90	90	90	90	90	90	90	90	90	87	66	55	41	40	31	28	27	29	36	52	62	70	75	67.
7	74	74	78	83	84	85	81	88	80	62	44	32	24	19	19	16	17	17	19	22	30	41	54	65	52.
8	83	86	88	89	89	89	89	89	86	72	50	35	29	23	21	20	20	20	20	24	33	48	64	72	56.
9	66	68	69	69	70	73	71	66	62	54						22	19	19	19	24	33	54	60	64	52.
10	70	72	71	74	78	79	78	78	74	70	54	39	31	31	30	28	25	27	32	54	65	71	68	69	57.
11	76	78	83	85	86	85	86	85	86	86	81	67	58	51	79	86	86	86	86	85	86	85	85	85	81.
12	85	85	85	85	86	85	85	85	85	85	78	74	73	69	66	60	57	54	61	77	81	85	85	85	78.
13	85	85	85	85	85	85	85	85	85	83	73	50	35	30	27	25	22	22	26	49	70	81	82	85	64.
14	85	86	85	85	85	85	85	85	85	76	61												76	76	83.
15	74	81	84	85	85	85	85	85	84	72	50	35	24	17	15	13	12	12	13	19	33	54	60	60	52.
16	60	72	79	83	84	80	84	85	82	61	37	26	19	15	14	13	12	12	14	19	35	53	61	65	49.
17	66	70	73	76	80	84	85	84	78	60	40	26	20	17	15	13	13	13							51.
18																								59	60.
19	60	63	67	75	80	80	81	84	77	59		29	20	15	13	12	10	10	11	16	22	33	40	44	44.
20	47	53	57	62	63	63	63	63	59	48	34	21	15	13	11	10	10	10	10	15		35	43	50	37.
21	56	51	54	55	54	57	60	62	55	37	33	38	37	41	33	28	25	41	73	81	84	84	85	85	55.
22	85	85	85	85	85	85	85	85	85	85	84	80	63	45	38	37	39	54	67	73	76	82	85	85	73.
23	84	85	85	84	85	85	84	85	85	85	80	68	50	52	63	64	58	65	71	83	85	84	84	85	77.
24	85	85	85	85	85	85	85	85	85	85	83	75	61	57	55	55	54	58	68	81	81	84	85	85	77.
25	85	85	85	85	85	85	85	85	85	85	85	85	80	67	55	48	47	50	65	77	84	85	84	85	77.
26	85	85	85	85	85	85	85	85	85	85	79	65	42	27	26	26	35	34	44	65	74	78	83	82	67.
27	83	84	84	85	85	85	85	85	85	83	66	52	42	37	38	38	41	50	58	60	66	71	74	81	68.
28	83	85	85												36	43	52	76	84	85	85	85	84		74.
29	80	79	76	85	85	85	85	85	85	84	82	80	83	84	84	85	85	82	85	85	85	85	85	84	84.
30	85	85	85	85	85	85	85	85	84	71	68	65	53	46	43	50	66	65	77	83	84	85	83	80	75.
31	78	76	78	76	76	77	75	72	68	65	63	63	62	58	59	63	64	70	74	77	79	82	83	84	72.
MEAN	72.	74.	75.	76.	77.	78.	79.	80.	78.	71.	61.	51.	43.	38.	38.	37.	38.	41.	48.	55.	63.	67.	71.	73.	

TOTAL NUMBER OF OBSERVATIONS = 8146 MEAN = 62.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. = 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	31	32	34	36	38	39	40	41	41	37			27	21	16	15	15	15	15	16	18	19	20	22	27.
2	23	25	27	29	30	32	34	35	34	30	24	18	16	15	15	14	14	14	14	14	15	16	18	19	22.
3	20	22	23	24	25	26	27	28	28	26	21	20	21	20	26	50	55	86	92	91	96	94	83	80	46.
4	84	90	84	77	78	85	92	92	88	70	54	47	48	46	44	40	39	37	37	49	55	65			64.
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23													59	56	57	59	63	64	67	71	93	99	98	99	100	77.
24	100	99	98	99	100	100	100	100	99	97	80	70	70	70	76	63	59	62	69	74	91	96	96	100	100	88.
25	100	100	100	100	100	100	100	100	100	100	95	94	89	79	65	54	50	53	70	87	93	98	97	96	89.
26	98	98	97	98	97	96	96	97	94	84	69	42	35	32	29	28	29	33	45	60	65	71	74	78	69.
27	81	82	83	88	90	91	90	91	86	74	60	50	42	42	42	43	43	53	61	67	73	77	83	95	71.
28	97	95	96	95	94	94	92	93	93	89	77	69	56	50	46	43	51	71	83	90	90	90	89	87	81.
29	90	88	87	91	93	88	92	95	95	92	87	87	93	96	99	100	100	97	86	94	99	99	98	97	94.
30	99	96	96	98	99	97	97	98	98	95	85	68	60	57	55	61	81	77	86	85	89	91	90	83	86.
31	83	77	76	76	79	79	79	80	76	74	72	72	72	72	72	73	75	79	83	90	92	95	98	99	81.
MEAN	76.	75.	76.	76.	77.	78.	79.	80.	78.	73.	66.	58.	54.	52.	49.	50.	52.	58.	63.	72.	76.	79.	80.	80.	

TOTAL NUMBER OF OBSERVATIONS = 3531 MEAN = 69.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
0																									
1																									
2																									
3																									
4																									
5																									
6																									
7																			18	18	18	18	19	20	19.
8	23	27	31	36	38	40	43	47	47	49	48	48	45	34	29	26	23	20	19	18	18	19	21	23	33.
9	26	30	32	32	33	35	37	38	39	36	31	25	21	20	18	17	16	16	16	16	18	21	23	25	26.
0	27	28	29	31	33	34	34	34	35	33	29	24	21	19	18	18	18	17	17	18	19	21	24	25	26.
1	26	27	26	26	27	26	26	27	29	30	31	39	49	52	45	37	35	34	76	89					37.
2																		48	53	65	68	75	80	91	69.
3	92	86	88	87	91	90	87	88	85	78	69	62	58	61	66	69	65	65	62	91	97	95	95	95	81.
4	95	93	92	92	90	94	91	92	93	93	79	74	70	62	64	64									85.
5																									
6																									
7																									
8																									
9																98	100	100	98	89	96	96	96	91	96.
0	87	82	81	89	79	78	91	84	77	85	90	76	67	63	57	53	63	80	79	79	80	80	80	81	78.
1	81	79	77	77	78	79	80	79	80	75	73	73	77	75	74	74	76	79	83	82	82	83	85	84	79.
MEAN	57.	57.	58.	59.	59.	60.	61.	62.	61.	60.	57.	53.	51.	49.	47.	51.	50.	51.	53.	55.	55.	57.	59.	60.	

TOTAL NUMBER OF OBSERVATIONS = 2407 MEAN = 56.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

BABCOCK
CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 8 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	21	22	22	22		24	24	23	20	19	18	18	19	19	18	18	18	18			20	21	21	22	21.
2	23	23	22	23	24	24	23	25	24	22	20	20	20	20	20			19	17	19	19	20	19	21	22.
3	21	20	22	23	23	24	23																		23.
4													44			35	37	38	41	46	50	64	77	81	52.
5	83	85	86	89	90	91	91	93	92	92	91	92	90	90	87	83	73	67	71	79	84	86	88	89	85.
6	90														35	32	30	32	35	42	45	47	48		42.
7	52	55	54	58	61	61	62	61	52	38	30	27	25	25	30	29	23	25	25	29	32	36	37	38	41.
8	39	40	41	41	42	43	44	44	39	32	26	21	20	20	19	19	20	21	22	25	29	32	34	36	32.
9	37	37	38	38	40	40	41	38	37	34	34	31	30	29	29	25	24	25	28	31	37	39	41	40	35.
10	40	40	41	42	43	46	47	47	49	44	34	34					25	30	34	37	39	37	38	43	40.
11	59	58	62	64	68	73	79	80	79	70	58	59	52	46	54	69	77	82	84	85	86	87	88	88	71.
12	89	89	90	90	90	91								78	72	69	65	67	71	74	77	79	80	84	80.
13	87	88	89	89	90	90	90	90	89	79	59	45	35	32	29	28	27	28	32	40	46	48	50	52	60.
14	53	53	56	61	67	71	80	86	81	62	51	41	39	31	26	24	25	25	28	33	35	37	41	43	48.
15	44	43	43	44	44	44	44	44	40	33	26	23	23	20	20	22	21	22	24	26	30	31	32	33	33.
16	34	34	35	37	38	37	39	37	36	31	25									28	29	29	29	30	33.
17	30	30	30	30	34	36	34	35	34	30	27	28	27	26	25	24	24	24	26	28	30	31	31	31	30.
18																		20	20	22	23	25	25	27	24.
19	26	26	26	27	28	28	30	29	28	28	26	23	22	21	21	20	20	20	20	23	24	25	26	27	25.
20	26	26	27	28	29	30	30	31	31	28	25	22	21	21	21	21	20	20	21	24	25	26	27	27	26.
21	28	25	25	26	27	27	28	29	30	31	31	41	39	47	39	38	37	43	79	85	91	87	87	87	47.
22	94	97	98	76	91	86	87	87	91	95	94	89	69	62	53	49	51	55	59	67	72	81	82	82	78.
23	86	85	85	86	84	85	81	83	84	80	76	68	65	65		71	68	68	70	81	87	88	88	89	80.
24	89	88	89	88	88	89	89	88	90	88	83	77													88.
25																60	58	57	63	71	78	80	81	82	71.
26	84	81	80	77	77	74	76	77	75	73	63	51	46	43	39	38	36	38	48	53	58	61	63	64	62.
27	68	69	69	72	72	73	74	75	74	68	62	57	51	50	47	49	49	55	59	62	65				63.
28																			76	77	76	73	72	74	75.
29	78	83	83	81	80	78	78	81	83	84	80	81	85	85	85	87	91	93	94	91	93	93	91	91	86.
30	87	86	88	89	92	90	89	89	87	88	88	82	79	76	71	67	68	82	82	83	83	84	84	84	84.
31	83	82	81	83	82	82	82	82	81	79	79	79	80	80	79	79	80	81	83	83	83	84	85	84	82.
MEAN	57.	57.	57.	58.	61.	60.	60.	61.	60.	56.	51.	49.	45.	45.	43.	44.	43.	44.	49.	52.	54.	55.	56.	58.	

TOTAL NUMBER OF OBSERVATIONS = 7168 MEAN = 53.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 30 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	21	22	22	23		23	24	24	22	21	21	21	20	20	20	20	20	21			21	21	22	22	22.
2	23	23	23	24	25	25	24	25	24	23	22	21	21	21	21			19	19	20	20	20	20	21	22.
3	21	20	22	23	23	24	24																		23.
4													46			39	40	40	42	47	51	65	77	80	53.
5	79	84	87	89	91	93	96	98	98	96	97	98	97	96	93	89	81	76	77	82	85	86	89	92	90.
6															41	35	32	32	34	36	38	40	43	46	38.
7	47	47	48	51	49	52	51	55	50	44	37	34	31	29	28	27	27	27	27	28	29	30	33	33	39.
8	33	35	36	36	36	36	37	38	38	36	30	25	23	23	23	23	23	23	24	25	26	29	30	31	30.
9	32	33	33	36	36	37	38	38	39	37	39	38	37	35	34	29	27	28	30	33	36	35	38	39	35.
10	37	38	40	41	39	44	45	44	51	49	41	40					28	33	37	39	38	35	41	46	41.
11	55	59	63	69	70	74	77	80	81	78	75	74	66	58	64	76	85	93	92	90	91	90	92	95	77.
12	95	95	95	96	96	97								89	86	82	77	76	77	78	80	81	83	87	87.
13	86	85	81	82	84	85	84	84	88	81	71	56	45	39	35	33	31	30	32	35	38	41	45	46	60.
14	46	49	55	59	62	69	73	76	74	70	65	48	48	38	31	27	27	27	28	28	30	33	36	37	48.
15	37	35	37	38	37	36	38	35	38	34	29	27	26	23	23	23	23	23	24	25	27	28	30	30	31.
16	31	32	33	34	33	33	34	32	34	33	28	26	26	24						28	27	28	30	30	31.
17	31	32	32	32	35	37	36	35	37	33	30	29		26	25	24	24	25	26	27	27	28	31	32	31.
18	32	33	32	35	35	35	39	38	38	35	31	29	28	26	25	24	24	24	24	24	25	25	27	28	30.
19	28	28	28	28	30	30	30	31	30	30	28	26	25	24	23	22	22	22	22	24	26	27	28	28	27.
20	28	28	29	30	31	33	33	34	35	32	28	24	24	23	24	23	23	23	24	26	27	28	29	30	28.
21	30	27	28	29	29	29	31	33	34	34	35	45	45	50	41	39	38	45	80	87	92	87	87	87	49.
22	97	99	100	100	87	82	76	81	86	95	97	90	66	58	49	45	47	50	55	64	67	74	75	78	76.
23	85	85	85	84	82	82	78	80	83	78	74	66	63	64		69	66	68	67	83	89	89	89	90	79.
24	90	87	89	88	87	90	89	88	89	89	84	77													88.
25																61	57	56	61	67	71	74	77	79	67.
26	82	79	78	73	73	69	69	70	69	69	61	49	44	40	36	36	34	35	46	51	54	56	61	61	59.
27	63	67	67	69	70	71	70	69	71	68	62	57	50	49	46	48	48	55	59	63	66				62.
28																			77	76	76	72	71	73	74.
29	78	84	84	81	80	78	77	82	85	87	84	83	88	87	89	93	98	100	100	94	96	97	95	94	89.
30	89	86	87	89	88	85	85	86	85	84	87	80	75	72	67	62	70	81	81	81	81	82	82	82	82.
31	82	81	80	81	81	81	82	81	80	78	78	77	79	79	78	78	79	81	84	84	83	85	86	85	81.
MEAN	54.	55.	55.	57.	58.	58.	56.	58.	59.	57.	54.	51.	47.	46.	45.	45.	45.	46.	50.	51.	53.	53.	56.	57.	

TOTAL NUMBER OF OBSERVATIONS = 7300 MEAN = 53.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-1014

RADIAN CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 100 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	19	20	20	20		21	21	22	22	21	20	20	20	20	19	19	19	20			21	21	21	21	21.
2	21	21	20	21	22	22	21	21	22	23	22	21	21	21	21			19	18	19	19	19	19	20	21.
3	20	19	20	21	22	22	22																		21.
4													45			38	39	38	40	46	50	62	76	78	52.
5	75	82	85	90	92	94	98	100	100	100	100	100	100	100	96	91	82	76	76	78	82	85	88	90	90.
6															40	33	30	30	30	32	34	36	39	41	35.
7	41	44	43	46	44	45	46	46	47	42	35	32	29	28	26	26	26	25	25	25	26	27	29	29	35.
8	28	30	31	31	32	31	33	33	33	34	28	23	21	21	21	21	22	21	22	23	27	26	28	28	27.
9	28	29	30	31	33	34	35	35	37	36	39	37	38	35	34	29	26	27	28	30	31	31	35	36	33.
10	35	35	37	38	36	40	42	40	49	48	41	40					29	33	36	37	35	32	37	46	39.
11	56	59	62	69	71	74	78	80	81	80	77	76	67	58	62	73	84	92	90	86	87	87	91	92	76.
12	93	94	94	94	95	97								89	86	82	77	75	75	74	74	76	76	82	85.
13	83	83	76	77	78	80	82	80	81	80	69	54	43	36	33	31	29	28	29	32	33	36	40	42	56.
14	42	45	52	56	60	67	73	77	75	72	66	53	48	37	29	25	25	25	25	26	28	29	31	32	46.
15	32	30	31	33	33	31	33	31	30	31	27	25		21	21	22	21	21	23	22	24	25	26	26	27.
16	26	27	29	31	30	29	30	29	30	31	26	25	26	23	23	25	25		25	27	27	27	28	28	28.
17	30	31	30	30	33	34	34	34	34	33	30	30		27	26	25	25	25	26	27	28	28	29	30	30.
18	31	31	31	33	33	33	38	36	35	34	31	30	28	26	25	24	24	23	23	24	25	25	26	26	30.
19	27	27	27	26	28	28	28	29	28	29	28	26	25	24	23	22	22	22	22	24	25	26	26	27	26.
20	26	27	27	28	29	30	31	31	31	30	27	25	24	23	24	23	23	23	24	26	26	27	28	28	27.
21	28	26	27	28	28	29	30	32	34	34	37	48	48	53	44	41	39	46	81	88	93	86	81	85	49.
22	97	99	100	100	68	78	76	74	76	88	92	85	64	55	47	43	44	47	52	59	62	67	68	75	73.
23	81	76	81	78	77	77	73	74	76	75	72	65	61	63		66	66	65	67	81	88	86	88	88	76.
24	86	83	85	85	85	86	87	85	85	88	84	77													85.
25																56	53	51	56	61	65	68	72	75	62.
26	78	69	68	61	61	57	59	62	59	60	53	43	38	35	31	31	28	30	40	45	47	50	53	54	51.
27	55	59	59	60	64	66	63	62	63	63	59	52	46	44	42	44	43	51	55	59	63				56.
28																			72	70	69	65	66	69	69.
29	75	82	80	74	73	72	70	75	82	85	82	81	87	86	87	94	98	100	99	88	91	92	86	85	85.
30	80	79	79	80	78	77	77	77	78	77	79	73	69	66	60	55	64	77	76	75	76	77	78	78	75.
31	77	76	76	76	76	76	78	77	76	74	73	73	76	75	74	74	75	77	80	81	79	82	83	81	77.
MEAN	51.	52.	52.	34.	55.	54.	53.	54.	55.	55.	52.	49.	47.	45.	42.	43.	43.	45.	47.	49.	50.	50.	52.	54.	

TOTAL NUMBER OF OBSERVATIONS = 7419 MEAN = 50.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARAITON OF RELATIVE HUMIDITY AT 200 FEET
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	26	27	28	28		28	28	28	27	27	26	26	26	26	25	25	25	26			27	28	27	28	27.
2	28	28	27	29	29	29	28	29	29	28	28	27	27	27	27			24	24	25	25	26	25	27	27.
3	27	25	27	28	29	30	29																		28.
4													52			45	46	46	48	52	57	70	83	86	59.
5	85	88	94	100	100	100	100	100	100	100	100	100	100	100	100	98	85	77	80	89	94	97	100	100	95.
6															43	39	37	38	40	42	44	47	49	50	43.
7	54	55	55	57	56	57	58	57	50	45	38	36	34	33	32	32	31	32	32	33	35	37	38	39	43.
8	38	38	39	40	42	43	45	47	41	38	34	29	28	28	28	27	29	28	30	31	35	35	37	39	36.
9	39	37	39	41	42	43	43	42	42	42	44	43	42	40	40	35	33	35	36	37	38	39	41	42	40.
10	43	43	45	46	47	48	49	49	53	49	45	44					36	40	43	46	46	41	43	54	46.
11	64	69	69	73	77	86	92	91	91	85	76	76	69	62	66	75	89	100	100	97	100	100	100	100	83.
12	100	100	100	100	100	100								91	84	81	77	79	81	81	80	82	84	91	89.
13	96	96	95	92	92	95	96	94	88	77	66	54	45	40	38	36	35	35	38	42	44	46	49	52	65.
14	55	55	59	63	68	76	81	85	81	73	64		50	41	35	32	33	33	34	36	39	40	40	42	53.
15	41	41	42	43	44	45	44	41	38	36	34	32	33	29	29		27	29	31	32	33	35	36	36	37.
16	37	37	38	40	42	41	39	39	37	36	33	32	33	31	31		37	32	33	34	34	35	35	35	36.
17	36	36	36	36	38	40	40	40	40	39	38	37		34	33	32	32	32	34	35	37	38	38	39	37.
18	40	41	41	41	43	43	45	45	41	38	36	35	34	33	31	31	30	30	30	31	33	34	34	35	37.
19	36	35	35	35	36	37	37	38	37	35	34	32	32	31	30	29	29	29	29	31	32	34	35	35	34.
20	35	35	35	36	38	40	39	39	37	35	33	31	31	31	31	31	30	30	32	33	34	35	35	35	35.
21	35	33	34	36	36	36	37	40	40	40	42	53	53	58	51	48	48	53	89	98	100	98	96	95	57.
22	99	100	100	100	91	86	87	85	85	87	88	85	72	65	54	51	53	56	60	67	75	78	79	83	79.
23	87	89	90	88	85	85	83	82	83	83	80	72	69	70			75	75	76	89	97	97	96	98	85.
24	97	94	95	96	96	95	97	94	95	94	88	77													94.
25																64	64	63	68	74	81	86	91	95	77.
26	94	88	87	81	80	79	79	80	76	69	64	56	51	47	43	44	42	44	54	60	65	68	70	73	67.
27	75	76	77	76	78	81	82	84	78	70	66	61	56	57	54	58	57	65	68	73	76				70.
28																			86	84	81	79	79	83	82.
29	88	93	92	86	84	84	83	85	90	91	90	90	96	98	98	100	100	100	100	99	100	100	99	98	94.
30	96	97	97	96	97	96	94	94	94	90	91	83	79	77	72	69	76	88	88	89	89	90	91	91	89.
31	90	89	89	89	89	90	91	91	90	88	87	86	88	87	87	87	89	91	93	94	92	94	95	94	90.
MEAN	61.	61.	62.	63.	64.	64.	63.	64.	63.	60.	57.	55.	53.	52.	49.	51.	50.	52.	56.	58.	60.	60.	62.	64.	

TOTAL NUMBER OF OBSERVATIONS = 7417 MEAN = 59.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. = 20 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
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25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO, = 21 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
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23																									
24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

RADIAN CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. = 22 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
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24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

II C-1019

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
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24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

11 C-1020

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. = 24 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
2																									
3																									
4																									
5																									
6																									
7																									
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25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL SOLAR RADIATION(LANGLEY)
TRAILER NO. = 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTA
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
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24																									
25																									
26																									
27																									
28																									
29																									
30																									
31																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

11 C-1022

CANADIAN CORPORATION

TEMPERATURE CHANGE FROM 30' TO 100' (DEG F*10)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	5	5	27	19		25	25	- 2	-15	-14	-14	-14	-16	-15	-13	-10	- 4	0			9	13	23	15	2.
2	19	33	22	22	29	10	16	12	8	-10	-14	-14	-16	-15	-15			-14	- 4	11	20	14	15	15	7.
3	13	15	20	21	19	29	19																		20.
4													-15			-18	-17	-15	- 5	- 7	- 5	- 8	- 6	0	-10.
5	9	0	1	- 3	- 1	0	-11	-14	-12	-13	-14	-13	-13	-16	-15	-13	-14	-14	- 6	- 4	- 1	- 1	- 2	- 2	-8.
6															-15	-17	-14	-10	- 3	- 2	- 1	1	- 1	1	-6.
7	6	- 6	8	6	7	17	4	9	-14	-17	-18	-19	-19	-20	-18	-18	-16	-11	- 4	1	4	10	8	11	-3.
8	19	13	15	7	7	10	10	17	- 1	-18	-18	-19	-19	-19	-15	-18	-15	-12	- 2	1	- 2	1	3	8	-2.
9	12	15	8	17	5	2	4	4	-12	-17	-22	-24	-25	-27	-22	-23	-22	-16	- 5	22	30	16	0	0	-3.
10	- 4	0	6	6	9	10	0	7	3	-16	-19	-16					-15	-15	- 9	3	8	12	15	- 3	-1.
11	- 6	- 2	3	0	- 5	- 2	- 1	- 2	- 6	-18	-20	-17	-20	-19	-11	-10	-13	-12	-11	- 8	- 3	- 3	- 7	- 1	-9.
12	- 5	- 4	- 6	0	- 9	- 9								-15	-16	-16	-14	-13	-11	- 5	0	0	8	2	-7.
13	1	- 5	0	2	2	5	- 3	0	5	-14	-17	-18	-19	-20	-20	-19	-16	-11	- 3	1	15	9	4	0	-5.
14	0	- 1	- 2	- 1	- 3	2	11	12	2	- 3	- 6	-24	-16	-21	-21	-20	-17	-11	- 3	- 1	- 1	17	11	12	-4.
15	17	17	20	10	8	8	13	7	5	-14	-18	-18	-15	-19	-21	-39	-15	- 7	0	13	22	9	14	20	1.
16	25	18	4	10	11	12	16	9	3	-14	-16	-15	- 9	-12	-20	- 9	-15	-21	0	5	3	7	14	10	1.
17	- 4	9	9	18	15	13	4	4	1	-12	-12	-11		- 8	- 9	- 8	- 5	1	11	12	12	22	43	19	6.
18	13	13	9	16	19	16	0	12	4	- 8	-16	-17	-18	-21	-19	-18	-18	-15	1	5	4	7	11	25	1.
19	6	6	8	24	12	12	13	19	13	- 6	-14	-16	-17	-17	-16	-15	-14	-12	2	24	26	10	21	28	4.
20	16	17	27	21	12	22	27	29	24	- 4	-14	-17	-19	-20	-21	-20	-18	-14	- 1	15	16	15	10	6	5.
21	11	5	- 1	1	- 1	- 6	- 5	- 6	-11	-16	-17	-18	-13	- 3	- 6	- 4	0	0	4	5	6	9	11	12	-1.
22	3	3	3	18	15	15	19	21	33	22	15	3	0	0	- 1	0	1	6	7	13	11	14	15	5	11.
23	8	4	10	20	15	15	11	19	22	7	0	- 2	- 4	- 2		-27	0	1	1	- 2	- 1	2	2	9	5.
24	10	8	8	6	2	5	4	6	11	2	0	- 5													5.
25																- 9	- 7	- 5	1	8	12	8	13	11	4.
26	13	16	22	22	25	26	19	17	19	8	- 2	- 8	- 8	-10	-10	- 6	- 5	- 3	1	5	12	12	13	13	8.
27	18	13	14	20	3	9	15	17	14	- 5	- 8	- 9	-11	- 8	-12	- 8	- 5	- 4	- 2	- 2	- 2				2.
28																			1	10	8	7	0	0	5.
29	- 1	0	6	11	10	6	7	8	1	0	- 3	- 3	- 3	- 3	- 3	- 3	0	0	2	4	6	8	12	11	3.
30	8	7	15	18	28	19	16	16	11	10	8	3	0	0	0	0	1	2	6	9	8	10	8	7	9.
31	7	5	5	5	5	5	4	4	4	4	3	2	1	1	1	2	3	3	4	4	5	4	5	5	4.
MEAN	8.	8.	10.	12.	9.	11.	9.	9.	5.	-7.	-11.	-13.	-13.	-13.	-14.	-13.	-11.	-8.	-1.	5.	8.	8.	10.	9.	

TOTAL NUMBER OF OBSERVATIONS = 7451 MEAN = 1.

CORPORATION

TEMPERATURE CHANGE FROM 30' TO 200' (DEG F*10)
TRAILER NO. - 23 PERIOD(10/ 1/74 TO 10/31/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	-15	-22	-17	-20		7	23	31	29	28	34	25	20	19	15	3	3	-16			-24	-22	8	-12	6.
2	-11	-17	-23	- 2	- 2	-14	4	-20	39	23	9	9	3	2	8			- 9	- 2	8	14	14	3	-14	1.
3	9	10	11	11	- 5	8	8																		8.
4													- 5			- 9	-13	-15	- 6	- 2	- 6	-18	-20	-10	-11.
5	- 4	- 5	-15	-12	- 3	0	- 5	-12	- 7	- 6	- 8	- 7	- 2	- 6	- 4	0	11	10	-10	-38	-39	-38	-38	-38	-12.
6															13	3	- 3	-15	-20	-19	-20	-17	-13	-18	-11.
7	-24	-21	-15	-14	-13	-15	-17	17	17	23	33	30	25	23	15	20	21	1	- 7	-15	-20	-21	-17	-24	-0.
8	0	3	- 8	-12	-20	-23	-24	-23	12	19	14	20	21	17	30	20	- 4	3	- 9	-18	-18	-12	-14	-19	-2.
9	-20	7	-10	2	-16	- 8	- 2	14	2	-11	-10	-10	-13	-10	-14	- 8	-11	-10	- 6	17	26	10	4	0	-3.
10	-20	-11	-11	-11	-21	4	- 5	-12	12	3	- 3	- 1					-14	-12	-20	-21	- 8	- 7	21	- 2	-7.
11	-16	-18	5	8	-16	-23	-11	- 8	- 8	- 4	16	3	2	- 3	- 6	- 9	-19	-17	-22	-18	-17	-11	-10	-12	-9.
12	-19	-22	-21	- 4	- 9	- 8								8	14	10	7	- 3	-13	- 9	- 1	- 1	0	-17	-6.
13	-19	-21	-24	-17	-21	-24	-22	-10	27	30	27	19	16	13	16	18	15	7	-11	-21	-10	-19	- 4	-17	-2.
14	-24	-12	- 2	- 5	- 6	- 5	15	11	19	36	44	9	23	13	11	11	11	2	-16	-22	-21	- 2	7	- 3	4.
15	- 6	-20	-12	- 7	-23	-24	-11	- 4	32	18	17	23	28	25	18		12	4	-15	- 7	13	-20	-14	-18	0.
16	-15	6	- 3	-18	-17	-18	- 4	- 1	19	19	17	19	32	29	17	-17	27	- 5	2	12	6	17	34	34	8.
17	24	28	30	33	50	29	15	18	13	-12	-13	-11		29	25	26	28	18	- 1	- 8	-23	-19	0	- 1	13.
18	-33	-27	-24	- 5	-25	-26	- 6	-23	5	18	18	5	- 3	- 2	0	- 3	- 6	-13	-21	-25	-38	-37	-39	-30	-15.
19	-24	- 7	- 5	2	0	-11	-16	-15	- 4	21	8	5	0	3	7	6	0	- 4	8	38	42	- 7	-20	- 6	1.
20	-10	-13	16	23	-18	-11	8	17	44	26	11	2	- 1	- 9	- 9	- 9	-11	- 8	0	20	8	8	10	7	4.
21	11	0	-10	- 4	- 4																				-1.
22																									
23																									
24																									
25																21	9	10	9	12	8	0	-14	- 8	5.
26	10	10	4	0	14	3	9	11	22	46	19	11	10	13	21	12	14	6	6	3	- 5	0	11	- 9	10.
27	- 3	12	4	14	6	4	- 8	-20	29	41	29	29	20	5	13	9	1	1	3	2	3				9.
28																			- 5	7	10	6	0	0	4.
29	0	0	6	16	13	9	9	18	13	10	1	3	- 1	- 7	- 1	0	5	4	0	0	1	- 4	8	10	5.
30	1	- 8	6	14	16	12	14	15	12	23	17	21	17	11	10	7	10	7	6	7	6	11	8	8	11.
31	9	6	7	7	6	6	6	5	4	5	6	6	7	6	5	5	4	4	4	3	4	6	5	2	6.
MEAN	-8.	-6.	-5.	0.	-5.	-6.	-1.	0.	16.	17.	14.	10.	10.	9.	10.	5.	5.	-2.	-6.	-4.	-4.	-7.	-3.	-8.	

TOTAL NUMBER OF OBSERVATIONS = 6521 MEAN = 1.

CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	18	16	14	9	11	*	11	10	*	11	10	23		*	*	*	*	*	*	*	*	8.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
4	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	1.
5	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	9	*	*	*	4.
6	*	*	*	*	11	12	12	11	12	*	*	*	*	*	*	*		*	*	*	*	*	*	*	6.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	11	*	*	*	2.
9	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	11	13	6.
10	12	*	*	45	46	43	44	45	41	37	22	12	17	22	23	25	26	30	29	28	28	34	30	34	28.
11	39	35	47	34	34	28	28	29	26	24	26	10	*	*	*	*	*	*	*	*	*	*	*	*	15.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19															*	*	*	*	*	*	*	*	*		0.
20	*	*	*	*	11	10	9	9	9	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
25	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	10	12		4.
26	13	*	*	*	*	*	9	9	9	*	*	*	*		*	10	11	16	18	19	19	21	25	26	12.
27	21	16	18	20	27	20	19	19	18	18	18		*	*	*	*	*	*	*	*	*	*	*	*	12.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
29	9	9	11	10	10	10	12	12	11	11	*	*	*	*	*	*	*	11	*	*	*	*	*	*	7.
30	*	*	*	*	*	*	*	11	13	9	9	*	*	*	*	*	*	*	9	*	*	*	*	*	7.
MEAN	5.	5.	5.	5.	7.	7.	7.	7.	7.	6.	5.	2.	2.	3.	3.	2.	2.	4.	4.	4.	4.	5.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 8211 MEAN = 5.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1025

CORPORATION

DIURNAL VARIATION OF NITROGEN OXIDES(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEA
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	1
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0
10	*	*	*	14	13	18	16	18	13	16	19	18	21	14	17	16	17	18	18	20	20	17	13	15	15
11	15	18	16	*	*	*	*	*	*	*	*	9	*		20				13	15		17		17	10
12	25	26	24	25	28	27	25	25	25	24	22			16	15	16	20	22	24	21	24	20	20	21	23
13	21	21	22	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	4
14	*	*	*	*	*	*	*	*	*	10	9	*	*	*	*	*	*	*	*	*	*	*	*	*	5
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1
17	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	1
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	*	9	10	3
19	11	11	10													*	*	*	*	*	*	*	*	*	4
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
22	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	3
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*			10	12	17	*	*	*	*	9	7
26	9	9	*	9	10	*	9	10	10	13	13	*	10	*	*		24	12	*	12	*	*	9	11	10
27	14	11	12	*	11	*	11	11	*	15	14	10	*	9			21	21	23	24	25	28	28	25	16
28	23	27	28	31	35	39	40	37	43	43	34	43	19	21	34	30	27	27	29	23	31	30	32	21	32
29	23	25	31	28	27	32	32	36	33	41	54	43	22	29	30	27	27	21	20	27	21	19	31	31	30
30	25	24	31	25	24	25	26	30	26	37	41	38	*	14	19	18	15								25
MEAN	7.	7.	7.	6.	7.	7.	7.	7.	7.	9.	9.	8.	4.	5.	7.	5.	7.	6.	6.	6.	6.	6.	7.	7.	

TOTAL NUMBER OF OBSERVATIONS = 7923 MEAN = 7.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	12	14	12	*	10	*	10	*	*	*	*	23	-	*	*	*	*	*	*	*	*	5.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*												*	0.
5	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	2.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	42	38	40	44	40	39	37	22	12	17	21	23	25	26	24	29	27	28	32	29	30	26.
11	32	35	41	29	13	22	25	19	21	18	20	*	*	*	*	*	*	*	*	*	*	*	*	*	12.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19															*	*	*	*	*	*	*	*	*		0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
25	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	2.
26	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	4.
27	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	2.	2.	2.	2.	3.	3.	3.	3.	3.	3.	2.	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	

TOTAL NUMBER OF OBSERVATIONS = 8092 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF NITRIC OXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	14	13	18	16	18	13	16	19	20	19	14	17	16	17	18	18	20	20	17	13	15	15.
11	15	14	16	*	*	*	*	*	*	*	*	9	*		20				13	15		17		17	10.
12	23	20	20	25	28	27	25	25	25	24	22			16	15	16	20	22	24	21	24	19	19	21	23.
13	21	21	22	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	3.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
17	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	1.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
19	*	*	*													*	*	*	*	*	*	*	*	*	1.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	1.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	9	3.
26	9	9	*	9	10	*	*	10	10	13	13	*	10	*	*		*	*	*	*	*	*	*	*	7.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	10	12	14	16	15	13	6.
28	12	15	16	17	19	24	26	25	32	29	24	28	10	14	20	17	15	16	19	15	22	22	23	14	20.
29	17	19	24	22	21	25	26	29	26	30	37	26	*	11	14	13	13	11	12	16	13	13	21	20	20.
30	17	15	20	17	16	16	18	19	17	22	24	18	*	*	*	*	*								15.
MEAN	5.	5.	5.	4.	5.	5.	5.	5.	5.	6.	6.	5.	2.	3.	4.	3.	3.	3.	4.	4.	4.	4.	4.	4.	

TOTAL NUMBER OF OBSERVATIONS = 7910 MEAN = 4.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	2.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*												*	1.
5	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	4.
6	*	*	*	*	9	9	9	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	3.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	11	*	*	*	2.
9	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	11	13	6.
10	10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
11	*	*	*	13	16	*	*	10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19															*	*	*	*	*	*	*	*	*		0.
20	*	*	*	*	11	10	9	9	9	*	9	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
25	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	9	2.
26	*	*	*	*	*	*	*	*	*	*	*	*	*		*	10	11	16	18	19	19	20	25	26	9.
27	22	18	17	19	26	19	19	18	18	17	18		*	*	*	*	*	*	*	*	*	*	*	*	12.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5.
29	9	9	10	10	9	9	11	11	10	10	*	*	*	*	*	*	*	11	*	*	*	*	*	*	7.
30	*	*	*	*	*	*	*	11	13	9	9	*	*	*	*	*	*	*	*	9	*	*	*	*	7.
MEAN	4.	3.	3.	3.	4.	4.	4.	4.	4.	3.	3.	1.	1.	1.	1.	1.	1.	2.	3.	3.	3.	3.	4.	4.	

TOTAL NUMBER OF OBSERVATIONS = 8094 MEAN = 3.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1029

CORPORATION

DIURNAL VARIATION OF NITROGEN DIOXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	1.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	1.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*		*				*	*		*		*	0.
12	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
19	*	*	*													*	*	*	*	*	*	*	*	*	3.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
22	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	2.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*			10	11	11	*	*	*	*	*	4.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		23	11	*	11	*	*	*	*	4.
27	11	9	10	*	*	*	*	9	*	11	10	9	*	9			12	12	13	11	10	11	13	12	10.
28	11	11	11	14	16	15	14	11	10	13	10	15	*	*	13	12	11	11	9	*	9	*	9	*	11.
29	*	*	*	*	*	*	*	*	*	10	16	17	17	17	16	14	13	10	*	10	*	*	9	11	10.
30	*	*	10	*	*	*	*	11	*	14	17	20	*	*	11	11	9								11.
MEAN	2.	2.	2.	2.	2.	2.	2.	2.	2.	3.	3.	3.	2.	2.	3.	2.	4.	3.	2.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 7909 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1050

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*		*	*		*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10																									
11					*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19															*	*	*	*	*	*	*	*	*		0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*		*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7911 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1051

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	31	31	25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*											0.
5																*	*	*	*	*	*				0.
6													*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*														0.
10													*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*											0.
26	17	22	23	24	21	26	24	25	22	23	23	22	25	26	*	*	15	*	*	*	*	*	*	*	18.
27	*	*	*	13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4.
29	*	*	*	*	*	*	*	*	*	*	*														0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	2.	3.	2.	2.	1.	1.	1.	1.	1.	1.	1.	2.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 7476 MEAN = 1.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1052

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*									0.
3										*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	5.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	13	*	*	*	*	*	*	9.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8.
8	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	7.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	7.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
15	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	1.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	1.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		0.
MEAN	3.	3.	3.	3.	3.	3.	3.	3.	3.	3.	3.	2.	2.	2.	2.	2.	3.	3.	3.	3.	3.	3.	3.	3.	

TOTAL NUMBER OF OBSERVATIONS = 8291 MEAN = 3.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10																									
11																									
12																									
13																									
14															*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*				*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*		*	*	*	*	*	0.
29	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*								0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 6863 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1054

CORPORATION

DIURNAL VARIATION OF SULFUR DIOXIDE(UG/M**3)
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*							1.
2													*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*													0.
4																		*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*												0.
18													*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*								0.
26																		*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7418 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1055

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																								
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEA
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	0
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	0
5	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	10	9	7	*	1
10	*	*	*																						4
11													*	*	*	*	*	*	*	*	*	*	*	*	0
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
13	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	0
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
19															*	*	*	*	*	*	*	*	*		0
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	0
27	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7869 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*														*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*															*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*											0.
5																									
6													*	*	*	*	*	*	*	*	*	*	*	*	1.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	44	41	21	44	26	*	13	*	*	17	*	18	22	27	*	*	*	*	*	*	*	*	*	12.
19	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	13	32	10	11	*	*	10	8	*	*	9	7	38	30	24	36	43	36	26	8	22	16.
21																									
22																									
23																									
24													*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*											0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*												0.
28												*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*														0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	1.	2.	2.	2.	4.	2.	1.	1.	1.	1.	1.	0.	1.	2.	2.	2.	2.	1.	2.	2.	2.	2.	1.	1.	

TOTAL NUMBER OF OBSERVATIONS = 6110 MEAN = 2.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*									1.
3										*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1.
4	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		1.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 8291 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-103S

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
4	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*																						0.
14															*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*					*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*						*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*			*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*								0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7809 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-1059

CORPORATION

DIURNAL VARIATION OF HYDROGEN SULFIDE(UG/M**3)
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*							0.
2													*	*	*	*	*	*	*	*	*	*	*	*	0.
3	*	*	*	*	*	*	*	*	*	*	*	*													0.
4																		*	*	*	*	*	*	*	0.
5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8	*	*	*	*	*	*	*	0.
6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
14	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
15	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	*	*	*	0.
16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
17	*	*	*	*	*	*	*	*	*	*	*	*	*												0.
18													*	*	*	*	*	*	*	*	*	*	*	*	0.
19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
25	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
26	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
27	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
28	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
29	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 7734 MEAN = 0.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

11 C-1040

CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	8	8	8																						8.
2																									
3																									
4																									
5																8	8	8							8.
6																		8	8						8.
7	8	9	9	9	9	10	10	9	9	9	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9.
8	9	9	9	9	9	9	9	8	8	8	8	8	8	8		9	9	9	9	9	9	9	9	9	9.
9	9	9	9	9	9	9	9	9	9	9	9	9	9	8	5										9.
10																									
11																									
12																									
13																									
14													9	9	9	9	9	9	9	9	9	9	9	9	9.
15	9	9	9	9	8	8	8	9	8	8	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9.
16	9	9	9	9	8	8	8	8	8	8	8	8	8	8	8	8	8	8	9	9	9	9	9	8	9.
17	9	8	8	8	8	8	8	8	8	8	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8.
18	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8.
19															8	8	8	8	9	9	9	9	9		9.
20	8	8	8		8	8											8	9	8	8	8	8	8	8	8.
21	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8						8	8.
22	8									8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8.
23	8	8	8	8	8	8	9	9	9	9	9	8	8	8	8	8	8	9	9	9	8	9	9	9	9.
24	9	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9	10	10	10	10	10	10	10	10	9.
25	10	10	9	9	9	9	9	9	9	9	9	9		9	9	9	9	9	10	10	10	10	10	10	9.
26	10	10	9	9	9	9	9	9	9	9	9	9	9		10	9	10	10	10	10	10	10	10	10	10.
27	9	9	9	9	10	9	9	9	9	9	8		8	8	8	8	8	8	8	8	9	9	9	8	9.
28	8	9	9	9	8	8	8	9	8	8	8	8	8	8	8	8	8	8	8	8	8	8	9	8	8.
29	8	9	9	9	8	9	8	8	8	8	8	5	6	6	5	5	6	6	6	6	7	6	6	6	7.
30	6	6	6	6	6	6	6	6	6	6	6		5	5	5	5	5	6	6	6	6	6	6	6	6.
MEAN	9.	9.	9.	9.	9.	9.	9.	9.	9.	8.	8.	8.	8.	8.	8.	8.	8.	8.	9.	9.	9.	9.	9.	9.	

TOTAL NUMBER OF OBSERVATIONS = 4912 MEAN = 9.

CORPORATION

DIURNAL VARIATION OF TOTAL HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																		77	81	79	100	99	133	102	96.
3	116	135	119	110	73	101	78	91	102	97	104	123	148	147	114	115	138	134	122	129	114	105	118		115.
4	130	122	123	81	87	121	79	106	95	110	101	141	136	132										134	114.
5																									
6																50	71		86	77	98	54	98	50	73.
7	78	92	84	99	46	83	90	108	110	81	111	95		104	136	137	98	95	104	78	90	70	106	59	91.
8	58	82	94	106	98	59	93	74	63	83	114	65	89	137	108	111	120	115	84	114	116	77	110	121	96.
9												126	64	103	101	96	99	100	81	86	93	78	116	67	94.
10	102	88	111																						101.
11										144	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145.
12													145	145	145	145	145								145.
13																									
14																									
15																45	56	111	130	127	113	133	79	105	101.
16	101	87	78	78	94	108	90	62	114	86	136	132	127	120	127	125	102	112	86	100	105	89	93	104	102.
17	86	78	95	78	95	88	84	75	111	144	103	81	56	71	86	125	128	89	82	90	82	104	91		93.
18																	64	73	86	89	88				81.
19																		149	134	88	90	68	100	82	70	94	97.
20	101	81	71	84	74	51	79	90	93	79	131	75	62	47	71	97	80	117	74	105	85	62	107	97	84.
21	113	77	57	84	60	63	74	106	92	94	74	74	83	107	121	137	122	98	111	170	195	160	144	183	108.
22	114	133	134	186	169	182	155	164	160	142						161	133	193	146	206	268	151	160	207	168.
23	229	219	197	172	215	218	187	140	207	248	226	242	94	139	253	259	167	175	110	151	153	170	157	131	186.
24	139	115	186	142	144	132	162	146	143	220	209	173	153	142	191	272	191	166	174	156	200	208	140	130	171.
25																									
26	68	75	67	89	66	68	76	87	78	109	90	88	125	145	132			60	67	65	55	64	58	76	65	83.
27	47	62	53	54	71	57	67	56	41	86	72	80	62	68				59	59	71	90	62	56	74	59	65.
28	55	52	53	55	63	79	113	88	101	86	60	130	49	58	81	88		71	52	89	53	80	73	91	69	76.
29	54	44	77	55	68	62	61	68	58	87	98	128	75	84	86	77	90	70	75	86	81	56	68	66	75.
30	63	61	73	74	64	60	53	72	84	85	108	113	29	31	49	72	57								68.
MEAN	101.	93.	104.	94.	95.	97.	97.	96.	104.	116.	118.	120.	95.	105.	118.	129.	112.	108.	100.	106.	117.	101.	110.	105.	

TOTAL NUMBER OF OBSERVATIONS = 5142 MEAN = 106.

CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	8	8	8																						8.
2																									
3																									
4																									
5																7	8	8							8.
6																		8	8						8.
7	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	7	8	8	8	8.
8	8	8	8	8	8	8	8	7	7	7	7	7	7	7		8	8	8	8	8	9	8	8	8	8.
9	8	9	9	9	9	8	8	9	8	8	8	8	8	7	1										8.
10																									
11																									
12																									
13																									
14													7	8	8	7	7	8	8	8	8	8	9	8	8.
15	9	9	9	9	8	8	8	9	8	8	8	7	7	7	7	7	7	7	8	8	8	8	9	8	8.
16	9	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	8	8	8	8	8	9	8	8.
17	8	8	8	8	8	8	8	8	8	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8.
18	8	8	8	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	7	8	8	8	8	7.
19															7	8	8	8	8	9	8	8	9		8.
20	8	8	8		7	8											7	8	8	8	8	8	8	8	8.
21	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	7	8	8						8	8.
22	8										7	8	8	8	8	7	8	8	8	8	8	8	8	8	8.
23	8	8	8	8	8	8	8	8	9	8	8	8	8	8	8	8	7	8	8	8	8	8	8	8	8.
24	8	8	8	8	8	8	8	8	8	8	8	7	7	7	7	6	6	7	7	7	7	7	7	7	7.
25	7	7	7	7	8	7	7	7	7	7	6	6		8	8	8	8	8	8	8	8	9	9	9	8.
26	9	8	8	8	8	8	8	8	8	7	7	7	7		8	8	8	8	8	8	9	9	8	8	8.
27	8	8	8	8	8	8	8	8	8	8	8		8	7	7	7	7	7	8	8	8	8	9	8	8.
28	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	8	8	8	8	8	8	8.
29	8	8	8	8	8	8	8	8	8	8	7	5	6	5	5	5	6	6	6	6	7	6	6	6	7.
30	5	6	6	6	6	6	6	5	6	6	6		5	5	5	5	5	6	6	6	6	6	6	6	6.
MEAN	8.	8.	8.	8.	8.	8.	8.	8.	8.	8.	8.	7.	7.	7.	7.	7.	7.	8.	8.	8.	8.	8.	8.	8.	

TOTAL NUMBER OF OBSERVATIONS = 4905 MEAN = 8.

II C-1045

CORPORATION

DIURNAL VARIATION OF METHANE (UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																		8	7	8	8	8	8	6	8.
3	8	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8		8.
4	8	8	8	8	8	8	8	8	8	8	8	8	8	8										8	8.
5																									
6																9	9		9	9	9	9	9	9	9.
7	9	9	9	9	9	9	9	9	9	9	9	9		9	9	9	9	9	9	8	8	9	9	9	9.
8	9	9	9	9	9	8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9.
9												9	10	9	9	9	9	8	9	8	9	8	9	9	9.
10	9	9	9																						9.
11										142	144	145	144	145	145	145	145	145	145	145	145	145	145	145	145.
12													145	145	144	145	145								145.
13																									
14																									
15													7	8	8	7	7	8	8	8	7	7	7		8.
16	8	7	8	8	8	7	8	7	7	7	7	7	8	7	8	8	8	8	8	7	8	8	8	8	8.
17	8	8	8	7	8	8	8	8	8	8	8	8	8	8	8	7	8	8	8	7	8	8	8		8.
18															8	8	8	8	8						8.
19																8	8	8	8	8	7	8	8	8	8.
20	8	8	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	7	8	8	8	8	8.
21	8	8	8	8	8	8	8	8	7	8	8	8	7	8	8	7	8	6	6	6	6	6	6	6	7.
22	6	6	6	6	6	6	6	6	6	6						6	6	6	6	6	6	6	6	6	6.
23	6	6	6	6	6	6	6	6	6	6	6	7	7	7	7	6	7	6	7	6	6	6	6	6	7.
24	6	6	6	6	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	7.
25																									
26	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		9	8	8	8	8	8	8	8	5.
27	8	7	7	8	7	7	8	7	7	7	7	7	7	7			9	8	8	9	8	8	9	9	8.
28	8	8	9	9	9	8	9	9	9	8	8	8	9	8	8	8	9	8	8	8	9	8	9	9	9.
29																									
30	8	8	8	8	8	8	8	8	8	8	7	8	8	8	8	8	8								8.
MEAN	8.	8.	8.	8.	8.	8.	8.	8.	8.	16.	16.	17.	24.	23.	24.	23.	22.	15.	15.	15.	15.	15.	15.	16.	

TOTAL NUMBER OF OBSERVATIONS = 4859 MEAN = 15.

CORPORATION

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	0	0	0																						0.
2																									
3																									
4																									
5																0	0	0							0.
6																		0	0						0.
7	0	0	1	1	1	2	2	1	1	1	1	1	1	1	0	0	0	0	0	1	1	0	0	0	1.
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0.
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4										0.
10																									
11																									
12																									
13																									
14													1	0	1	0	0	0	0	0	0	0	0	0	1.
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
17	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.
19															0	0	0	0	0	0	0	0	0		0.
20	0	0	0		0	0												0	0	0	0	0	0	0	0.
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0.
22	0										0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
24	0	0	0	0	0	0	0	0	0	1	0	1	1	2	2	3	3	3	3	3	3	3	2	1	1.
25	2	2	1	1	1	1	1	1	1	2	2	2		1	0	0	1	1	1	1	0	0	0	0	1.
26	0	1	1	1	1	1	1	1	1	1	1	1		1	0	1	1	1	1	0	0	1	1	1	1.
27	0	1	1	1	1	1	1	1	1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0.
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
30	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0.
MEAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 4905 MEAN = 0.

CORPORATION

DIURNAL VARIATION OF NON-METHANE HYDROCARBONS(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																		68	72	71	91	90	125	94	88.
3	110	126	114	102	65	92	69	83	94	89	95	114	140	138	106	106	129	125	114	120	105	97	109		107.
4	122	114	115	72	78	113	71	97	86	109	93	132	128	123										126	106.
5																									
6																41	61		76	68	88	44	89	41	64.
7	68	62	55	49	37	74	80	98	100	72	101	85		94	126	128	89	86	95	69	81	60	96	50	82.
8	49	52	85	95	89	49	83	65	53	73	105	55	80	128	99	102	111	105	74	104	107	68	101	112	86.
9												116	54	93	91	86	89	91	71	76	84	69	107	58	84.
10	92	78	102																						91.
11										1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
12													0	0	0	0	0								0.
13																									
14																									
15													37	48	103	122	118	105	125	71	97	99	90		93.
16	93	59	78	79	86	100	82	54	106	77	128	123	119	112	119	117	94	103	78	92	97	81	85	96	94.
17	78	78	86	78	86	79	76	66	103	136	94	72	47	63	78	117	120	81	74	82	73	96	83		84.
18															56	65	78	81	79						72.
19																141	126	79	82	59	92	73	62	85	89.
20	93	73	63	71	66	42	71	82	84	78	123	67	54	39	63	88	71	109	66	96	76	54	98	88	76.
21	101	59	49	56	52	54	66	97	83	85	65	65	74	98	113	129	113	91	104	163	188	154	138	176	100.
22	111	125	127	101	102	176	148	157	153	135						154	126	186	139	199	261	144	153	201	161.
23	222	212	193	164	208	211	180	133	200	241	218	235	86	131	245	252	160	168	103	143	146	163	150	124	179.
24	181	179	179	135	137	125	154	139	136	213	201	166	146	135	184	265	184	158	167	149	193	201	133	124	164.
25																									
26	64	72	64	85	83	64	72	84	74	105	87	84	121	141	129		49	57	56	47	55	50	68	57	77.
27	39	54	52	42	53	49	59	48	33	78	64	80	54	60			50	49	61	81	53	47	64	49	56.
28	45	53	73	48	54	70	104	79	92	77	51	121	40	49	72	79	62	43	80	43	71	64	81	60	67.
29																									
30	55	53	65	66	52	52	44	63	76	77	100	104	20	22	41	63	48								59.
MEAN	95.	88.	93.	88.	88.	91.	91.	90.	99.	102.	103.	103.	71.	82.	95.	108.	91.	95.	86.	92.	104.	87.	97.	91.	

TOTAL NUMBER OF OBSERVATIONS = 4859 MEAN = 93.

CORPORATION

DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	7	7	7																						8.
2																									
3																									
4																									
5																8	8	8	8	8	8	8	8	9	8.
6	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9.
7	9	9	9	9	9	9	9	9	9	9	9	9	8	8	8	9	9	9	9	9	9	9	9	9	9.
8	9	9	9	9	9	9	9	9	9	9	9	9	9	9		9	9	9	9	9	9	9	9	9	9.
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	6	1									8.
10																									
11																									
12																									
13													13	12	8	7	7	7	6	6	6	5	5	5	7.
14	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	4	4.
15	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3.
16	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	7	3	3	3	3	3	3	3.
17	3	3	3	3	3	2	2	3	2	2	5	2	2	2	2	2	4	4	4	4	4	4	4	4	3.
18															4	4	4	4	4	4	4	4	4		4.
19	4	4	4														4	4	4	4	4	4	4	4	4.
20	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
21	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
22	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
23	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
24	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
25	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4	4	4.
26	4	4	4	4	4	4	4	4	5	5	4	4	4		4		4	5	4	5	5	4	4	5	5.
27	4	4	4	4	4	4	4	4	5	4	4		4	4	4	4	4	4	4	4	4	4	4	4	4.
28	4	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4.
29	4	4	4	4	3	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	4.
30	3	3	3	3	3	3	3	3	3	3	3		3	3	3	3	3	3	3	3	3	3	3	3	3.
MEAN	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 5477 MEAN = 5.

II C-1047

CORPORATION

DIURNAL VARIATION OF CARBON MONOXIDE(UG/M**3 X 10**-2)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	26	26	27	28	26	26	26	29	28	24	28	26	27	28	27	27	27								27.
2																		4	5	6	6	7	8	8	7.
3	9	9	9	9	9	9	9	9	10	9	10	9	12	12	11	11	11	11	11	11	12	10	11	12	11.
4	11	11	12	11	10	11	10	11	11	12	11	11	11	11			27	29	28	50	30	27	29	12	18.
5	28	29	29	29	29	29	28	30	29	31	31	33	32	34	30	32	44	28	28	28	28	28	28	31	31.
6	29	30	34	29	32	30	29	29	31	31	34	30	30	29		27	27	28	27	28	30	29	28	28	30.
7	28	29	28	24	32	28	27	32	31	30	31	30		26	28	28	27	28	29	28	28	28	29	27	29.
8	28	27	27	29	28	28	29	28	28	29	29	28	27	28	28	29	30	29	29	30	30	29	31	31	29.
9	32	29	30	31	32	31	29	31	32	32		34	30	30	31	31	31	31	30	31	32	31	31	30	31.
10	32	34	34																						31.
11																									
12																									
13																									
14																145	144	143	141	140	139	136	135	134	140.
15	132	132	131	129	127	126	125	123	84	94	102	104													119.
16	102	101	100	101	101	100	99	97	96	97	97	96	95	94	94	93	92	93	91	90	92	91	91	96	96.
17	91	90	90	90	89	88	88	88	87	88	86	86	84	86	85	85	87	84	84	83	84	83	84	86	87.
18	84	83	82	81	80	79	79	79	78	78	78				33	30	28	26	26	24	24	22	19	19	54.
19	18	20	19													28	29	29	30	27	30	27	29	30	27.
20	30	28	28	29	28	28	32	29	28	29	31	27	25	23	24	25	25	27	25	27	25	26	28	29	28.
21	28	28	28	25	26	26	26	27	28	27	26	25	26	27	27	27	29	23	23	24	24	24	24	24	27.
22	23	24	23	24	25	26	25	23	25	25						23	23	23	24	25	26	26	24	27	25.
23	28	27	25	25	26	26	28	26	28	30	29	33	26	29	28	32	29	27	27	27	28	27	27	28	28.
24	29	27	29	27	28	25	25	27	30	29	27	25	24	24	24	28	27	27	26	24	26	28	28	21	27.
25	12	13	13	13	13	13	13	13	12	13	14	12					10	11	12	12	12	13	3	16	14.
26	14	13	13	13	14	13	13	12	14	15	14	12	15	16	13		34	31	30	27	28	33	33	30	20.
27	29	29	27	28	28	28	25	27	27	29	29	29	26	27			27	29	28	31	28	28	29	27	29.
28	28	29	31	29	29	29	32	31	33	31	29	34	28	28	27	30	29	28	30	29	30	30	29	29	30.
29	29	29	32	29	31	34	30	29	29	33	32	35	31	30	29	31	32	31	27	27	30	30	29	33	31.
30	30	29	33	30	30	30	30	30	32	31	33	32	29	28	28	29	28								30.
MEAN	37.	37.	37.	38.	38.	38.	38.	38.	37.	38.	38.	35.	33.	33.	34.	37.	38.	36.	35.	36.	36.	36.	37.	36.	

TOTAL NUMBER OF OBSERVATIONS = 6359 MEAN = 37.

CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	22	21	19	*	2	4	9	11	14	15	28	31	33	36	38		48	41	40	36	36	31	38	29	26.
2	22	19	13	16	22	21	14	15	19	36	52	53	54	52	52	53	50	47	41	39	32	29	26	25	31.
3	26	25	23	21	21	22	21	21	22	23	24	27	30	28	28	29	33	33	29	28	27	29	24	25	26.
4	33	28	31	28	32	30	26	24	28	35	41	44													32.
5															45	45	39	28	19	15	10	14	14	16	24.
6	18	16	17	14	8	7	8	8	10	28	42	46	46	47	47	47		37	26	21	21	19	20	18	25.
7	20	22	21	22	20	17	17	21	27	35	48	50	49	47	47	48	47	31	15	23	27	22	15	14	29.
8	27	25	27	27	26	25	22	29	31	36	48	49	48	47		46	43	31	21	12	7	17	16	16	29.
9	15	14	22	18	13	15	24	16	17	24	32	33	36	39	41	31	31	23	16	17	9	14	18	15	23.
10	17	19	22	*	*	*	2	11	11	19	22	22	23	23	22	20	13	2	4	1	1	7	2	*	11.
11	*	*	*	*	*	*	3	4	11	17	28	39	45	45	45	44	36	20	22	22	24	25	25	24	20.
12	25	24	23	25	26	28	30	31	31	36	43	45	45	44	43	41	39	38	39	40	34	30	28	31	35.
13	34	32	33	31	29	27	25	25	23	27	35	39	39		43	42	36	28	20	9	9	12	9	9	27.
14	16	14	16	17	19	20	21	21	24	29	40	45	46	46	45	41	38	32	30	29	28	27	25	27	29.
15	11	10	14	15	18	19	14	11	23	37	40	41	41	43	40	39	36	23	15	11	16	11	11	26	24.
16	18	13	15	15	16	15	15	16	20	26	38	41	44	45	46	45	33	24	24	25	22	16	19	21	26.
17	24	22	24	23	20	24	27	26	27	31	41	45	44	43	43	44	43	29	16	24	27	30	30	29	31.
18	29	25	24	29	34	35	35	38	39	39	39	40	39	41	42	42	40	28	25	35	30	28	25	25	34.
19															44	43	38	28	18	24	23	25	26		30.
20	23	24	25	3	*	*	*	*	2	7	17	18	18	17	16	19	36	26	28	30	28	31	31	30	19.
21	28	32	31	27	30	31	31	32	33	38	47	48	47	46	45	44	37	25	23	27	27	26	21	34	34.
22	34	34	29	25	16	10	22	30	25	39	41	42	43	44	46	47	44	37	32	34	40	36	42	41	35.
23	42	39	40	42	37	32	24	23	23	27	30	37	44	45	46	44	30	26	27	29	23	22	21	26	33.
24	29	31	29	26	23	24	23	28	32	34	37	44	47	47	46	43	39	26	23	24	27	27	30	31	32.
25	31	31	32	32	32	32	33	35	34	40	45	44	46	46	47	46	47	42	32	25	20	22	20	14	35.
26	18	24	27	28	27	27	25	24	29	36	49	51	53		54	53	43	32	32	30	28	27	26	26	34.
27	33	31	33	30	27	31	36	38	41	45	53		55	54	53	52	45	33	32	33	30	24	24	46	39.
28	40	41	41	35	34	35	31	31	31	35	40	43	44	45	46	47	47	48	46	43	40	33	31	30	40.
29	28	27	27	27	29	27	28	30	32	35	42	50	50	52	51	50	38	29	35	33	32	33	32	31	36.
30	31	32	27	31	32	32	31	25	31	41	35	48	53	52	52	49	38	33	31	33	31	33	33	35	37.
MEAN	24.	25.	25.	23.	22.	22.	22.	23.	25.	32.	39.	42.	43.	43.	44.	43.	39.	31.	27.	26.	25.	25.	24.	25.	

TOTAL NUMBER OF OBSERVATIONS = 7974 MEAN = 30.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

CORPORATION

DIURNAL VARIATION OF OZONE(UG/M**3)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																		9	8	8	8	8	8	8	9.
2	7	8	7	7	7	6	7	7	8	9	10	10	10	11	11	8	3	4	5	5	4	4	4	3	7.
3	4	2	3	2	2	2	2	2	3	3	2	3	6	7	6	6	7	7	8	7	8	8	7		5.
4	8	8	8	8	8	7	6	7	7	8	10	11	11	11										7	9.
5																									
6																16	16		13	12	12	12	12	12	14.
7	11	12	12	14	13	12	12	10	10	16	19	18	24	22	23	23	23	19	18	17	17	18	18	18	17.
8	17	17	17	17	18	17	13	14	15	19	21	26	22	24	18	17	15	13	14	13	12	13	12	11	17.
9												14	15	14	15	14	12	13	11	11	11	11	11	11	13.
10	11	11	11																						11.
11																									
12																									
13																									
14															22	22									22.
15	15	14	13	13	14	14	13	13	12	13	15	17	7	9	13	12	11	11	12	12	12	11	12	13	13.
16	12	12	13	12	9	12	14	13	9	11	15	16	14	16	15	14	14	17	16	13	13	15	16	14	14.
17	15	17	15	15	16	16	14	15	12	14	24	26	24	23	21	23	20	18	17	19	17	14	20	23	19.
18	14	25	24	26	25	28	29	28	29	30	31	29	28	32	32	30	27	29							28.
19																17	18	18	19	18	15	16	17	17	18.
20	17	20	20	18	19	22	21	20	20	21	25	26	29	26	25	26	21	20	18	19	19	19	19	20	22.
21	21	20	20	19	19	18	19	19	19	25	30	32	31	30	30	27	19	19	18	17	19	19	18	22	22.
22	27	22	20	17	16	15	17	18	17	19						28	27	22	21	18	14	15	16	15	20.
23	17	19	18	19	16	17	16	16	15	15	17	17	16	19	18	18	16	16	17	16	19	17	17	19	17.
24	16	19	18	18	20	19	17	19	16	15	17	18	23	22	20	18	16	17	18	17	16	17	15		18.
25															33										33.
26																									
27															32	31									32.
28																									
29																									
30																									
MEAN	15.	15.	15.	15.	15.	15.	15.	15.	14.	16.	19.	19.	19.	19.	21.	20.	17.	16.	15.	14.	14.	14.	14.	15.	

TOTAL NUMBER OF OBSERVATIONS = 4214 MEAN = 16.

* DENOTES A VALID SAMPLE BELOW THE MINIMUM DETECTABLE LIMIT OF THE INSTRUMENT

II C-3050

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	0	0	0	0	0	0	0	0	0	1	2	3	4	5	5		4	0	0	1	3	2	0	0	2.
2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	2	0	0	1	1	1	0	0	1.
3	0	1	0	1	1	1	1	1	3	2	3	3	4	4	3	5	5	4	1	0	0	0	0	1	2.
4	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	0	0	0	0	0.
5	0	1	0	0	1	1	0	0	0	0	0		1	1		1	2	0	0	0	0	0	0	1	1.
6	1	1	0	1	0	0	0	0	0	0	0	0	1	1	2	1	3	0	0	0	1	1	0	0	1.
7	1	0	1	1	3	3	5	2	5	1	3	5	4	3	3	4	1	0	0	3	4	5	3	2	3.
8	4	5	6	5	6	3	3	4	7	1	2	4	3	4		6	0	0	0	0	0	0	0	0	3.
9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0.
10	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0.
11	0	0	0	0	0	0	0	2	4	2	0	0	3	3	2	0	0	1	0	0	1	3	0	0	1.
12	6	5	5	7	5	8	9	7	6	3	1	2	2	4	3	2	4	5	4	6	3	1	2	2	5.
13	3	3	3	2	2	2	2	3	4	3	1	7	9	4	8	3	0	1	0	1	0	0	0	0	3.
14	0	1	2	0	0	3	1	1	5	4	0	0	1	1	1	1	0	1	0	0	0	1	2	3	2.
15	0	0	0	0	2	0	0	0	0	0	0	2	0	1	1	2	4	0	1	0	0	1	1	5	1.
16	0	0	0	1	1	1	2	1	3	2	0	0	0	0	0	0	0	1	1	0	1	2	5	6	2.
17	5	4	5	5	2	9	8	3	3	3	2	3	4	4	3	5	2	1	1	1	3	2	1	0	4.
18	1	0	1	0	0	1	2	5	4	7	8	5	4	4	5	5	3	0	0	7	0	0	0	0	3.
19															0	0	0	0	0	0	0	0	2		0.
20	5	9	9	9	9	8	7	9	7	5	1	2	2	3	5	4	0	1	5	8	4	9	8	7	6.
21	4	6	9	2	7	9	9	8	4	2	5	5	4	6	5	4	0	0	2	3	1	4	2	2	5.
22	0	3	2	0	0	0	0	7	1	6	5	5	6	6	7	8	2	0	1	2	5	1	3	4	4.
23	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	4	3	4	4	5	1.
24	5	4	3	2	2	1	2	1	3	5	3	0	1	0	0	0	1	1	2	2	3	6	8	8	3.
25	10	9	10	10	11	11	9	11	5	2	3	6	4	3	7	8	3	1	0	0	1	2	2	1	6.
26	1	2	4	3	4	2	4	3	3	3	0	0	1	2	3	2	0	1	0	1	1	3	3	4	3.
27	8	9	5	6	8	10	8	9	9	7	3		4	7	4	2	0	0	1	1	1	0	0	2	5.
28	1	3	0	0	1	3	6	6	7	6	7	6	4	3	6	8	7	5	5	0	0	0	2	1	4.
29	1	1	1	1	1	3	4	4	5	5	1	1	2	0	1	0	0	0	0	1	1	1	1	0	2.
30	1	1	0	1	0	0	0	0	3	4	0	0	1	3	2	2	0	3	2	3	3	5	4	6	2.
MEAN	2.	3.	3.	2.	3.	3.	3.	3.	4.	3.	2.	3.	3.	3.	3.	3.	2.	1.	1.	2.	2.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 8295 MEAN = 3.

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	4	5	3	3	3	2	3	1	4	3	2	2	7	4	6	6	5	2	4	4	6	5	2	1	4.
2	2	0	0	0	0	0	0	0	0	0	1	3	4	5	5	8	6	6	4	3	0	0	0	0	2.
3	2	0	0	4	4	3	3	6	6	7	7	7	6	4	2	6	6	1	0	0	0	0	0	0	3.
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.
5	0	0	0	0	0	0	0	0	0	1	2		2	2	3	4	4	1	1	3	2				1.
6												0	1	2	4	3	3	2	2	3	3	2	4	5	3.
7	2	1	3	1	0	0	0	0	0	2	3	7	6	4	6	8	6	3	3	2	2	2	0	0	3.
8	0	0	0	1	4	1	3	5	3	1	3	7	5	4	4	7	1	0	1	1	1	1	1	1	3.
9	1	4	1	0	0	1	0	3	2	3	2	1	0	3	3	2	3	2	3	2	0	0	0	0	2.
10	0	0	0	0	0	0	0	0	0	2	3	3	2	2	2	6	3	1	2	1	0	0	0	0	1.
11	2	0	1	0	1	0	1	0	0	0	1	0	2	4	4	2	1	0	2	3	4	5	6	7	2.
12	1	3	4	5	7	7	5	3	4	5	7	8	6	7	7	8	8	6	7	6	6	7	7	6	6.
13	7	7	7	8	4	2	3	3	6	6	4	9	13	5	6	3	0	0	2	3	3	1	1	2	5.
14	1	1	3	2	2	1	1	1	0	3	3	1	1	1	4	3	2	2	4	6	6	7	8	7	3.
15	6	7	3	0	1	1	0	1	1	1	6	7	1	3	0	5	5	1	4	3	2	0	0	0	3.
16	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	4	3	2	0	2	2	3	1.
17	1	2	1	0	0	0	0	1	0	0	0	4	5	6	4	4	4	5	5	7	7	5	5	3	3.
18	5	3	3	4	4	8	3	4	4	8	8	6	8	6	4	4	6	3	3	3	2	3	1	1	5.
19	1	2	1	0	1	1	2	0	2	1	3	1	2	2	1	2	2	2	3	4	4	3	0	0	2.
20	2	0	0	1	2	4	5	5	6	4	4	3	6	8	9	9	6	6	8	8	6	6	10	7	5.
21	5	3	1	0	0	1	1	1	1	0	4	6	7	7	10	9	5	5	3	2	1	2	6	5	4.
22	1	0	0	0	0	2	4	2	1	2	7	11	8	8	7	3	2	2	3	2	4	5	5	4	4.
23	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	2	1	0	0	0	0	0	1.
24	0	0	0	0	0	0	0	0	0	0	2	0	2	2	4	3	3	3	5	7	6	6	8	8	3.
25	9	9	9	9	7	3	3	1	1	1	3	8	10	12											6.
26	3	2	3	4	3	4	1	1	4	5	3	1	2	2	5	3	2	2	3	3	2	2	3	2	3.
27	2	1	1	1	1	1	3	3	3	3	6	7	9	9	7	5	4	3	5	1	0	0	2	3	4.
28	2	2	0	0	1	4	10	8	9	11	15	17	15	13	19	19	19	17	17	13	10	4	4	4	10.
29	3	3	2	2	1	1	2	0	2	6	3														3.
30	2	0	0	0	0	0	0	0	1	2	4	3	3	2	3	5	5	3	4	4	3	1	2	1	2.
MEAN	2.	2.	2.	2.	2.	2.	2.	2.	2.	3.	4.	5.	5.	5.	5.	5.	4.	4.	4.	4.	3.	3.	3.	3.	

TOTAL NUMBER OF OBSERVATIONS = 8135 MEAN = 3.

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)

TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	4	3	2	2	2	0	0	1	1	4	3	4	6	6	6	8	5	4	2	5	4	3	1	1	4.
2	1	2	1	4	1	2	1	2	0	2	2	1	2	3	4	5									3.
3										4	4	4	4	6	6	6	5	0	0	0	0	0	0	0	3.
4	3	1	0	0	0	1	0	0	0	0		3	4	3	3	6	2	1	1	0	2	1	4	1	2.
5	4	5	6	4	3	4	4	4	5	2	1	1	4	3	3	2	0	0	0	1	2	4	5	5	3.
6	5	5	3	2	2	4	2	3	1	2	2	2	0	4	3	2	0	1	0	1	4	6	5	5	3.
7	3	4	7	7	8	9	6	6	5	4	6	6	5	5	5	4	2	2	4	9	8	10	7	4	6.
8	11	9	7	9	8	6	7	8	9	7	6	5	6	7	7	8	1	1	2	0	2	3	2	1	6.
9	3	4	0	0	0	0	0	0	1	1	0	2	2	3	3	1	0	0	0	0	0	0	0	0	1.
10	0	0	0	0	0	0	0	0	0	3	4	0	1	1	1	1	1	1	2	0	0	1	1	1	1.
11	1	2	4	4	1	2	3	5	7	5	2	4	6	7	5	3	1	2	4	3	5	5	6	9	4.
12	8	8	7	7	7	7	8	9	9	6	5	9	7	7	7	8	5	4	1	2	3	4	1	2	6.
13	6	6	6	5	5	6	6	8	10	7	4	10	7	6	11	6	2	2	1	1	2	6	3	3	6.
14	3	2	5	6	4	5	7	7	9	7	3	2	3	3	2	2	3	2	1	1	2	2	3	4	4.
15	6	6	5	5	7	8	5	4	5	5		4	2	3	3	4	6	1	1	2	7	3	6	6	5.
16	6	8	7	7	8	8	7	7	7	6	2	1	2	2	0	1	3	4	2	4	4	10	11	10	6.
17	9	11	7	10	13	10	10	9	10	7	5	4	5	5	2	2	1	3	5	8	10	8	6	7	7.
18	4	3	0	0	1	2	8	7	9	10	8	7	5	4	7	6		1	1	9	4	1	2	0	5.
19	2	2	0	2	2	0	0	0	0	1	1	1	4	5	3	0	0	1	2	3	3	5	5	6	2.
20	6	7	7	8	9	9	9	11	9	8	5	5	3	5	4	2	3	4	9	11	8	11	9	11	8.
21	12	12	10	12	13	13	12	12	8	6	5	5	5	6	5	5	3	5	7	6	8	7	3	2	8.
22	2	1	3	7	9	9	11	13	11	7	7	6	6	6	8	10	5	2	2	5	9	3	3	4	7.
23	6	5	5	3	0	0	1	1	1	3	2	3	2	1	0	0	3	3	3	5	5	6	8	9	4.
24	8	7	7	9	8	7	9	8	12	10	7	2	2	1	2	1	3	3	6	3	2	6	7	6	6.
25	10	10	10	11	11	14	13	10	8	6	8	5	7	5	5	9	6	2	1	1	4	5	4	4	8.
26	4	9	9	10	9	9	10	8	8	7	1	1	2	4	6	3	1	5	5	5	5	8	10	11	7.
27	6	4	7	10	12	12	14	15	15	10	7	5	3	5	5	3	3	2	5	4	5	3	1	1	7.
28	4	6	1	1	3	5	8	6	7	7	8	9	8	4	7	9	5	1	4	3	1	1	2	2	5.
29	2	4	7	8	8	9	8	9	9	10	2	2	5	4	3	1	2	3	2	4	5	5	8	8	6.
30	8	11	9	9	10		9	9	8	6	5	5	6	4	4	3	3	6	6	8	11	11	12		8.
MEAN	5.	6.	5.	6.	6.	6.	7.	7.	7.	6.	4.	5.	5.	5.	5.	4.	3.	3.	3.	4.	5.	5.	5.	5.	

TOTAL NUMBER OF OBSERVATIONS = 8321 MEAN = 5.

II C-1055

CORPORATION

DIURNAL VARIATION OF WIND SPEED(MPH)
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																		0	0	0	0	1	1	0	0
5	2	2	2	2	1	2	2	2	0	0	0	1	2	3	1	2	4	1	0	0	0	0	0	3	2
6	2	2	0	3	2	2	2	0	0	0	0	0	2	5	3	4	5	6	6	0	0	2	0	2	2
7	1	2	2	2	1	2	2	1	1	4	7	6	7	5	5	6	6	3	4	3	3	2	0	6	4
8	5	1	1	2	3	3	1	4	2	4	5	3	7	6	4	7	1	2	1	0	0	1	0	0	3
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	3	1	4	5	2	1	1	2	1
11	3	0	1	0	0	0	1	2	1	0	0	0	3	5	3	1	0	0	2	0	2	3	2	2	2
12	2	3	3	4	3	3	3	3	2	1	3	5	5	6	6	8	8	4	3	3	1	2	4	1	4
13	1	2	3	3	2	3	3	2	0	0	5	11	14	7	9	7	2	0	0	0	0	0	0	0	3
14	0	0	0	0	1	3	3	3	1	1	0	3	3	4	5	8	7	2	0	1	1	1	2	3	3
15	3	2	2	2	2	3	1	2	1	0	2	3		2	2	2	8	2	1	0	0	0	0	0	2
16	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	5	2	2	1	1	2	3	1
17	1	3	2	2	2	3	3	3	1	1	4	6	6												3
18													9	14	13	12	10	2	5	12	2	1	0	0	7
19	0	0	0	0	1	0	0	0	0	0	0	1	2	0	2	3	3	5	1	0	1	0	2	3	1
20	3	3	3	3	3	3	3	3	1	1	3	4	5	7	8	6	3	2	4	4	3	4	3	3	4
21	5	3	4	3	4	3	4	4	3	5	10	9	11	10	8	9	3	2	3	2	2	4	4	4	5
22	2	1	3	1	1	2	5	10	7	7	6	10	11	10	12	11	12	3	4	7	9	1	2	0	5
23	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	3	3	3	3	4	1
24	4	3	2	3	2	3	3	2	0	0	0	0	4	4	2	1	3	5	2	3	3	3	4	3	3
25	4	4	4	3	4	2	6	8	4	8	3	4	11	16	19	19	15	10	5	3	6	0	1	3	7
26	0	0	0	0	1	0	1		1	0	0	0	1	2	5	4	1	0	0	1	2	3	2	2	2
27	3	3	3	3	3	4	3	4	3	3	3	7	8	7	5	3	2	1	3	1	0	0	3	2	4
28	4	2	2	0	1	5	8	7	9	7	10	11	9	6	9	13	11	5	3	6	8	6	4	3	7
29	0	0	0	0	0	0	1	1	2	2	1	1	3	0	0	0	0	0	0	0	0	3	3	3	4	1
30	3	3	2	2	3	4	5	4	2	3	2	0	1	3	3	5	4	4	3	2	3	4	3	3	3
MEAN	2.	2.	2.	2.	2.	2.	3.	3.	2.	2.	3.	4.	5.	5.	5.	6.	5.	3.	3.	3.	3.	2.	2.	2.	

TOTAL NUMBER OF OBSERVATIONS = 7224 MEAN = 3.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 8 FEET(MPH)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 MEAN
1																								
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15													2	5	2	3	5	2	3	2	2	1	1	2 3.
16	2	2	2	2	0	1	2	1	1	1	2	2	2	3	3	2	1	4	3	2	1	2	3	3 2.
17	2	3	2	2	2	3	3	2	2	2	8	8	11	9	8	9	5	3	4	5	3	2	7	8 5.
18	2	12	11	13	12	14	16	15	18	19	18	16			16	12	11	11	8	11	4	4	1	3 12.
19	2	2	1	2	1	2	2	3	3	2	2	3				3	4	3	3	3	1	1	2	2 3.
20	2	4	5	3	4	6	5	4	2	0	3	1	8	9	9	8	5	4	5	4	3	2	3	4 5.
21	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	2	3	2	0	2 1.
22	14	9	9	3	2	1	4	9	7	6														7.
23													1	1	1	1	2	1	3	0	1	0	0	0 1.
24	1	1	0	1	2	1	0	1	1	2	1	2	6	6	4	3	3	3	4	3	2	2	2	3 3.
25	4	3	3	5	5	4	5	4	9	7	8	12	16	19	19		14	9	4	5	6	4	1	3 8.
26	2	1	2	2	2	2	1	3	3	1	1	2	4	5	6		3	2	4	2	1	3	3	3 3.
27	3	3	4	3	4	4	6	4	5	3	4	9	9	7	12	8	2	0	3	2	2	2	4	3 5.
28	4	5	4	1	3	6	9	8	8	8	10	11	11	7	10	14	11	6	5	5	5	4	4	5 7.
29	4	5	3	0	0	0	0	2	2	2	3	3	5	1	3	3	1	2	3	1	1	2	2	0 2.
30	2	1	2	2	2	1	0	1	2	3	2	2	2	6	5	7	5							3.
MEAN	4.	4.	4.	3.	3.	4.	4.	4.	5.	4.	5.	6.	6.	6.	7.	6.	5.	4.	4.	4.	3.	3.	3.	3.

TOTAL NUMBER OF OBSERVATIONS = 3940 MEAN = 4.

II C-1055

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 30 FEET(MPH)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
AY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	5	4	6	8	6	9	8	4	4	6		10	12	13	11	12	7	4	4	6	5	6	4	4	7.
2	2	3	4	5	3	2	3	3	2	5	5	5	4	6	9	7	6	3	6	5	7	7	6	6	5.
3	5	5	5	6	6	6	5	6	6	6	7	8	8	7	6	9	9	7	6	5	4	4	4	7	7.
4	6	4	2	3	2	2	2	3	1	1	3	4	3	4	4	4	3	3	3	3	3	2	3	6	3.
5	3	2	4	4	2	2	2	2	1	3	3	3	4	4	5	7	6	6	4	4	3	1	2	2	4.
6	3	4	3	3	3	2	4	3	5	3	4	3	7	10	7	7	8	7	7	5	2	5	4	2	5.
7	3	1	4	4	4	5	5	3	3	10	10	13	12	10	10	11	10	7	7	7	7	7	9	11	8.
8	14	10	14	9	10	8	5	4	8	10	9	12	10	11	7	9	7	5	5	2	4	5	2	4	8.
9	4	3	1	3	2	2	4	1	1	2		3	2	3	5	3	2	3	2	3	2	2	1	3	3.
10	3	2	2	3	2	4	4	2	1	4	5	2	2	3	2	6	6	5	8	6	5	3	4	6	4.
11	6	4	5	3	3	3	2	2	2	3	2	3	6	7	6	5	4	2	4	6	5	4	3	4	4.
12	4	5	4	5	5	4	5	5	6	9	10		9	10	11	13	13	10	6	7	5	11	13	9	8.
13	5	11	5	9	5	7	5	4	5	8	11	14	17	11	13	8	3	2	3	4	2	3	4	5	7.
14	4	4	3	5	9	5	5	3	2	6	6	6	7	9	10	11	10	10	5	4	4	5	3	7	6.
15	8	3	3	4	4	5	6	5	5	4	6	9	5	7	4	5	9	4	5	4	4	3	2	3	5.
16	4	4	5	4	1	2	3	3	2	2	3	4	3	4	4	4	3	7	6	4	2	3	6	5	4.
17	5	5	5	5	5	6	5	5	4	3	10	10	14	12	10	12	8	5	6	9	6	4	10	9	8.
18	3	16	14	17	16	18	21	20	22	24	23	20	18	20	21	15	15	14	11	15	8	8	2	5	16.
19	5	4	2	4	4	1	1	1	1	1	4	4			4	4	7	5	6	5	3	4	4	5	4.
20	5	7	7	5	6	10	8	6	5	5	8	8	11	12	12	11	8	7	8	7	7	5	5	7	8.
21	8	9	9	6	5	6	6	7	6	10	14	15	15	14	14	13	5	5	7	7	7	7	7	14	9.
22	20	12	13	6	4	3	8	13	10	12	12	16	16	17	16	14	13	9	9	10	9	3	8	9	11.
23	12	11	12	5	4	3	3	2	3	3	4	4	3	2	2	3	4	4	6	2	3	1	2	2	5.
24	3	3	3	3	4	4	2	2	3	4	2	3	8	7	6	5	5	7	7	5	4	5	4	6	5.
25	5	6	6	10	9	7	8	7	14	10	10	15	21	25	25		18	12	7	9	10	7	3	5	11.
26	5	3	5	5	5	5	4	5	5	3	3	4	5	8	8		6	3	6	4	2	5	5	5	5.
27	6	6	7	6	6	7	9	6	8	5	7	12	12	9	15	11	4	2	5	4	3	4	7	5	7.
28	7	6	7	2	5	9	12	11	11	11	14	15	14	10	14	19	16	9	9	9	9	8	7	7	10.
29	5	7	6	3	2	1	2	4	3	4	4	5	7	3	4	4	2	3	5	2	2	4	3	2	4.
30	4	2	4	3	3	4	3	2	4	5	3	4	5	8	7	10	9								5.
EAN	5.	6.	6.	6.	5.	5.	6.	5.	6.	7.	8.	9.	9.	9.	9.	9.	8.	6.	6.	6.	5.	5.	5.	6.	

TOTAL NUMBER OF OBSERVATIONS = 8398 MEAN = 7.

11 C-1056

DIURNAL VARIATION OF WIND SPEED AT 100 FEET(MPH)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
	8	5	8	11	8	11	10	6	6	7		12	13	14	12	13	7	5	6	8	7	7	6	6	9.
	4	5	5	6	5	4	4	4	3	5	5	6	5	7	9	8	7	4	7	7	9	8	7	8	6.
	6	7	6	7	6	7	6	7	7	7	7	9	8	8	7	10	10	8	7	6	5	6	6	8	8.
	7	5	2	4	3	2	3	4	1	1	3	4	4	4	4	4	4	3	4	3	3	2	4	7	4.
	2	2	3	3	2	1	2	2	1	3	4	3	4	4	6	9	7	8	6	4	2	1	1	2	4.
	4	5	2	3	3	3	2	4	5	3	3	3	7	11	6	8	10	11	12	7	3	6	6	3	6.
	4	2	4	4	5	5	5	2	2	11	11	14	13	11	11	12	12	8	6	8	9	9	12	11	8.
	10	12	12	11	11	9	6	8	11	11	10	14	12	12	7	10	8	7	8	3	5	6	4	5	9.
	5	3	1	3	3	2	3	2	2	3		3	2	3	6	4	1	2	1	0	0	0	0	0	3.
	0	0	0	0	0	0	0	0	0	5	5	3	3	3	2	7	8	8	10	8	8	5	6	8	4.
	7	6	8	5	6	5	2	2	2	3	2	4	6	8	7	5	5	3	5	10	9	4	2	3	5.
	4	3	5	8	7	4	6	8	9	11	11		10	12	12	15	15	13	6	9	6	14	16	12	10.
	7	16	5	12	6	8	6	5	5	9	12	16	19	13	14	9	4	3	3	5	3	4	4	5	9.
	4	3	4	8	12	8	4	4	5	8	7	6	7	10	10	13	13	13	8	6	5	5	5	10	8.
	11	4	3	5	5	8	7	6	7	4	6	10	4	7	4	6	10	6	5	4	3	3	2	3	6.
	5	4	3	3	3	2	4	4	2	3	4	4	3	4	4	4	3	11	11	4	2	3	7	6	5.
	7	6	4	6	5	6	6	6	4	3	11	11	15	13	12	14	9	6	9	12	7	4	13	11	9.
	3	4	19	18	21	19	22	24	23	25	27	26	24	20	24	25	18	18	18	14	17	10	10	3	6	19.
	9	8	5	3	3	5	5	6	7	6	4	4	5				5	8	8	8	10	8	8	4	4	6.
	0	5	8	9	7	9	15	12	8	8	5	9	9	12	13	14	13	10	8	10	10	9	8	7	8	10.
	1	9	12	11	7	7	8	8	10	7	11	16	17	17	16	15	15	6	6	9	9	8	8	10	17	11.
	2	25	15	16	7	7	4	10	17	12	13	13	18	18	19	18	16	16	12	11	13	11	4	10	11	14.
	3	15	13	14	10	6	5	4	3	6	4	5	5	3	3	2	3	5	7	7	3	2	2	1	3	6.
	4	3	2	2	4	4	4	2	3	3	4	3	3	9	8	6	5	7	10	10	7	4	6	5	8	6.
	5	8	9	9	14	13	9	11	9	16	11	12	19	24	29	29		21	16	9	12	14	10	4	6	14.
	6	5	3	6	6	7	6	5	4	6	2	4	4	6	8	9		7	4	5	3	2	4	4	5	6.
	7	6	5	7	7	7	9	12	8	10	6	7	13	13	10	17	12	5	2	6	4	2	4	9	5	8.
	8	9	8	6	3	5	10	13	12	13	12	16	17	16	11	16	22	19	11	11	11	11	11	8	7	12.
	9	6	9	7	4	2	2	2	3	5	4	4	5	7	3	4	4	2	1	2	3	2	6	3	2	4.
	0	3	3	3	3	1	3	3	2	5	5	3	5	5	9	7	11	11								5.
MEAN		7.	7.	7.	7.	7.	7.	7.	7.	7.	7.	8.	9.	10.	11.	11.	10.	9.	8.	8.	7.	6.	6.	6.	7.	

TOTAL NUMBER OF OBSERVATIONS = 8392 MEAN = 8.

CORPORATION

DIURNAL VARIATION OF WIND SPEED AT 200 FEET(MPH)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	9	6	9	12	10	13	12	6	6	7		11	13	14	11	13	7	5	5	7	7	8	7	5	9.
2	3	4	4	6	6	4	5	3	2	4	4	5	4	7	9	7	7	4	7	6	8	9	7	7	6.
3	5	5	5	5	5	7	5	5	5	5	5	7	6	5	6	8	9	8	7	6	6	5	5	7	6.
4	7	5	2	2	2	1	2	2	0	0	2	3	3	2	3	3	3	2	3	2	1	1	3	7	3.
5	1	M	1	M	1	0	M	0	0	1	2	2	3	3	5	6	6	8	6	3	1	0	1	3	3.
6	5	3	1	2	1	2	0	3	4	3	2	2	7	10	7	8	10	12	13	6	2	4	3	4	5.
7	6	1	2	3	3	3	6	2	4	10	10	13	13	11	11	12	13	8	7	7	9	9	14	10	8.
8	9	11	11	10	9	8	6	10	12	11	10	14	12	12	6	10	8	7	8	3	4	4	3	4	9.
9	4	2	3	4	3	1	2	2	2	3		2	2	2	5	5	0	0	0	0	0	0	0	0	2.
10	9	8	M	M	M	0	0	M	M	2	4	2	2	3	2	8	9	10	12	9	8	5	6	7	4.
11	6	6	7	6	5	6	3	1	1	2	1	3	5	8	6	4	4	4	4	11	13	7	4	4	5.
12	7	5	7	11	12	8	8	13	12	12	11		10	12	13	16	17	16	6	9	7	18	19	15	12.
13	9	2	6	15	5	6	5	5	6	10	11	16	20	13	13	9	4	3	3	4	3	5	3	4	9.
14	3	1	2	6	10	9	3	7	8	8	6	6	6	9	10	14	15	16	10	8	5	6	7	13	8.
15	15	2	4	3	2	6	7	5	6	3	5	9	4	7	3	4	10	8	5	2	1	3	2	2	6.
16	5	3	1	1	2	2	2	3	1	2	3	3	2	3	4	3	2	11	14	5	2	1	5	4	4.
17	4	4	7	4	3	5	5	4	3	3	11	11	16	13	12	14	9	8	11	13	7	5	16	12	9.
18	5	22	23	25	22	27	28	27	28	29	28	25	21	26	26	19	19	21	16	19	8	11	2	6	21.
19	8	5	3	2	4	6	5	6	6	3	3	4			3	5	8	9	9	10	12	12	5	4	6.
20	3	14	10	8	10	18	14	10	9	5	9	9	12	13	14	13	10	7	10	11	8	8	7	7	10.
21	6	11	12	7	7	7	8	11	8	12	16	18	17	17	15	16	6	5	9	9	9	9	12	21	12.
22	28	17	18	8	8	5	10	18	13	13	13	18	18	20	19	17	17	14	12	13	10	5	10	11	14.
23	15	14	15	11	7	5	4	3	7	4	4	4	2	1	1	2	4	6	5	4	2	2	1	3	6.
24	1	3	2	2	3	3	1	2	1	2	2	3	8	8	6	5	8	11	12	8	4	5	5	9	5.
25	8	9	8	15	13	9	11	11	16	11	12	21	26	32	32		23	19	10	16	18	13	4	7	15.
26	7	5	8	8	8	7	5	2	5	1	3	3	5	7	7		6	4	2	3	2	2	1	3	5.
27	5	5	7	5	7	9	12	7	11	5	7	13	13	10	18	10	4	2	6	4	2	5	9	6	8.
28	9	7	9	4	5		11	11	10	11	15	17	16	11	16	23	21	11	10	11	12	12	9	9	12.
29	6	8	5	3	1	1	2	1	3	2	3	3		2	3	3	2	0	0	1	1	5	2	1	3.
30	1	3	3	2	1	1	3	2	4	4	2	4	4	8	7	10	12								5.
MEAN	7.	7.	7.	7.	6.	7.	7.	7.	7.	7.	8.	9.	10.	10.	10.	10.	10.	9.	8.	8.	6.	7.	6.	7.	

TOTAL NUMBER OF OBSERVATIONS = 8378 MEAN = 8.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	112	107	103	104	107	101	92	95	112	120	152	166	185	190	218		112	110	109	109	100	109	92	120	120.
2	125	135	121	93	110	110	100	75	47	39	280	277	279	13	340	337	341	332	330	307	293	291	328	328	3.
3	283	281	284	283	286	317	303	282	275	286	296	293	293	276	288	279	275	275	283	291	287	267	287	281	284.
4	272	299	299	301	17	41	94	92	65	79	14	273			288	272	275	15	90	99	74	102	138	84	33.
5	113	139	125	104	113	105	102	103	125	276	292		282	291		293	289	360	109	109	105	112	120	126	114.
6	135	124	104	103	105	100	90	25	301	327	299	316	25	282	247	232	263	210	85	91	99	106	95	91	92.
7	106	95	94	117	132	122	119	118	126	119	153	199	178	170	157	186	174	107	96	122	128	119	119	100	131.
8	125	128	122	116	126	127	116	107	127	109	171	183	222	228		303	360	104	80	86	80	99	101	101	119.
9	94	107	55	45	58	43	46	94	113	121	349	349	154	147	349	45	87	54	110	105	116	131	131	131	86.
10	131	131	134	131	131	131	131	131	126	99	92	78	62	153	59	187	300	90	349	28	78	92	108	92	106.
11	96	111	100	53	60	62	59	61	131	143	329	262	262	284	290	282	324	106	125	87	90	115	84	87	82.
12	124	126	122	134	120	133	129	121	127	118	99	156	163	184	186	110	93	82	87	83	120	103	96	110	122.
13	116	107	117	113	102	98	94	114	134	130	90	309	339	333	277	336	10	89	95	96	92	95	56	98	87.
14	105	103	110	94	95	119	104	102	125	132	115	113	197	223	160	181	75	111	110	113	99	97	95	98	117.
15	102	95	82	76	122	79	77	52	44	98	111	98	94	269	256	263	288	60	107	105	98	106	106	131	94.
16	102	93	99	100	106	110	128	122	139	137	99	196	257	251	137	109	80	100	101	91	105	120	131	130	119.
17	126	132	127	123	109	127	126	120	103	129	134	196	207	191	211	245	244	111	130	102	109	114	106	96	135.
18	105	101	107	92	70	92	121	109	145	160	167	264	133	213	245	245	300	96	90	276	314	66	92	88	121.
19															252	292	332	86	109	100	105	105	110		96.
20	133	128	132	128	134	128	132	130	133	128	112	182	160	168	161	167	140	97	117	129	114	128	125	123	134.
21	119	114	125	96	124	132	130	125	119	132	181	171	182	177	181	194	121	95	105	98	94	96	105	105	129.
22	90	117	121	85	345	31	111	106	94	136	158	180	197	221	230	265	253	58	119	314	285	333	291	271	142.
23	235	203	325	345	31	51	45	70	79	84	298	283	284	257	179	186	84	88	118	126	132	130	134	127	86.
24	132	133	131	128	136	109	121	119	127	133	130	109	185	194	193	161	105	95	106	104	116	124	127	125	130.
25	129	131	136	129	123	129	134	135	111	104	174	166	197	234	233	246	266	307	69	101	96	100	105	101	138.
26	101	114	126	120	129	120	130	122	128	131	99	26	101	273	276	287	20	102	90	100	95	112	95	117	108.
27	126	125	115	121	131	127	129	130	124	128	103		178	206	160	136	67	111	112	101	105	81	346	73	120.
28	298	274	307	315	258	292	280	276	280	292	300	311	308	305	324	324	326	338	335	307	342	97	113	115	308.
29	111	105	117	114	119	126	131	136	129	127	131	280	269	276	262	247	88	94	96	107	111	90	103	90	121.
30	123	72	4	93	95	84	77	12	106	139	293	62	109	104	111	196	116	117	105	110	128	131	120	132	103.
MEAN	117.	117.	270.	270.	105.	102.	106.	104.	116.	121.	132.	209.	203.	220.	229.	241.	4.	85.	96.	97.	100.	106.	105.	107.	

TOTAL NUMBER OF OBSERVATIONS = 8291 MEAN = 114.

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	122	128	137	113	117	124	121	114	125	140	176	359	335	354	169	171	156	136	119	117	140	134	112	96	126.
2	95	144	111	95	295	315	337	53	81	355	326	336	334	335	341	342	351	338	333	325	322	314	313	310	346.
3	311	295	292	322	339	328	329	341	337	335	338	339	335	329	310	314	319	309	274	254	310	301	310	298	315.
4	293	292	292	294	289	291	291	291	295	153	124	35	69	26	185	309	278	357	140	127	149	149	94	91	299.
5	133	134	45	42	42	42	65	107	14	337	335		317	15	340	326	325	332	90	126	125				34.
6												96	83	292	219	184	179	177	142	129	137	150	121	118	148.
7	155	175	184	146	169	76	74	30	18	342	335	153	174	177	166	162	166	144	143	140	148	175	156	147	149.
8	144	59	7	121	155	153	156	124	81	111	127	175	171	227	197	313	317	72	130	138	139	137	134	138	136.
9	99	115	140	129	133	125	123	116	128	119	195	240	169	161	109	116	115	110	113	116	138	136	136	136	130.
10	135	136	135	142	140	132	138	136	121	131	105	107	103	137	117	272	315	79	301	307	333	19	134	136	123.
11	132	124	135	133	137	142	149	142	347	337	337	332	13	345	349	330	351	123	126	133	123	119	115	115	98.
12	124	135	121	116	109	103	91	121	110	129	123	136	137	151	133	150	128	136	130	129	126	111	105	107	124.
13	106	119	126	112	73	152	153	141	115	118	73	334	348	340	328	347	256	339	94	132	136	140	143	141	105.
14	144	153	146	156	164	184	211	231	307	360	335	24	14	193	161	166	129	123	111	108	110	111	110	107	138.
15	112	119	122	4	322	341	124	145	265	80	130	115	83	335	73	276	291	29	130	142	151	167	131	139	110.
16	152	154	155	152	158	163	162	159	10	324	329	342	307	319	204	173	138	134	131	154	145	146	152	158	157.
17	163	161	168	164	36	10	14	7	6	335	348	174	189	169	174	179	174	140	123	109	99	117	111	127	130.
18	128	123	134	122	131	136	139	161	146	147	154	167	153	173	151	171	157	132	121	292	221	134	106	118	146.
19	121	135	131	135	146	105	135	105	21	199	122	132	120	156	124	218	278	125	121	122	126	149	164	106	134.
20	43	145	191	135	167	129	127	112	98	123	124	182	174	154	162	159	136	121	106	105	118	117	103	109	135.
21	113	91	254	125	12	14	342	1	337	340	211	184	200	174	160	161	149	119	156	148	161	148	119	103	139.
22	356	2	122	75	131	133	129	338	360	332	161	166	186	182	169	174	167	139	128	335	322	327	330	319	119.
23	309	323	341	328	329	289	71	110	85	143	2	278	288	299	176	171	145	132	117	111	119	120	166	155	127.
24	194	159	154	17	65	129	346	72	100	101	329	226	111	166	153	158	140	134	123	105	113	112	107	105	121.
25	125	121	171	97	139	127	148	8	347	348	3	149	150	162											97.
26	139	154	138	127	153	125	160	159	122	119	111	125	164	204	312	308	328	135	135	157	166	166	160	163	149.
27	109	213	33	24	26	339	349	40	115	80	132	152	148	167	145	148	132	128	118	99	89	142	306	160	114.
28	315	341	328	315	315	325	335	329	326	336	341	343	343	333	340	346	344	345	343	346	342	308	237	135	331.
29	138	132	156	158	168	167	174	159	154	112	108														149.
30	54	32	98	135	83	73	99	65	68	333	331	332	96	116	134	170	147	121	111	126	172	179	241	358	99.
MEAN	124.	124.	130.	117.	120.	109.	115.	98.	56.	62.	64.	143.	125.	193.	161.	201.	175.	113.	122.	125.	134.	138.	133.	124.	

TOTAL NUMBER OF OBSERVATIONS = 8122 MEAN = 124.

BARRIAN
CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	87	75	79	79	75	107	121	93	95	128	146	139	150	138	140	112	114	132	133	119	115	104	86	98	112.
2	72	70	55	101	102	99	63	318	47	68	119	247	278	24	282	21									57.
3										262	275	301	300	259	272	265	265	257	254	260	265	280	267	273	270.
4	268	253	196	76	47	38	95	100	76	152		290	290	262	263	284	247	102	53	90	79	58	104	90	84.
5	109	111	99	95	96	101	101	80	88	121	259	211	250	305	258	253	287	357	92	75	70	105	110	102	103.
6	102	99	104	91	74	96	80	92	108	279	272	270	97	248	255	244	115	125	70	51	77	99	110	110	102.
7	98	95	108	110	110	102	113	111	109	103	148	126	181	155	125	122	122	82	96	108	103	109	102	110	115.
8	105	108	109	111	111	109	105	96	97	109		188	270	259	276	298	62	58	79	39	67	73	89	57	92.
9	103	104	95	91	91	87	71	60	74	87	93	253	292	177	121	271	357	90	81	107	100	67	79	78	93.
10	72	104	101	96	94	342	217	102	323	111	103	248	230	216	138	139	137	74	307	89	90	147	45	4	105.
11	19	53	98	95	55	95	94	91	94	96	10	279	269	271	260	253	119	82	98	91	100	107	109	110	88.
12	107	104	110	109	110	111	109	109	107	108	108	107	105	111	114	100	116	98	72	70	82	81	89	72	101.
13	111	91	105	80	83	107	103	104	107	105	189	292	330	316	283	301	278	99	86	66	60	88	82	84	84.
14	86	76	86	103	85	95	104	103	103	106	90	166	301	263	161	192	116	70	69	72	95	72	73	81	98.
15	99	104	96	102	110	110	102	97	95	102		77	137	289	252	255	272	43	77	80	109	93	101	109	101.
16	105	108	111	111	112	112	105	94	91	100	120	143	211	292	200	143	96	66	65	96	75	109	112	113	110.
17	109	114	113	112	113	114	116	117	111	111	137	154	217	253	192	213	137	89	95	102	107	108	65	90	123.
18	88	85	89	79	122	318	109	120	132	126	112	170	93	339	272	280		66	50	266	267	11	68	25	82.
19	68	82	70	72	104	93	303	216	330	114	151	223	269	261	246	190	135	62	64	92	99	101	105	107	109.
20	109	110	106	112	110	109	112	111	108	114	111	113	143	158	216	114	117	94	104	107	108	106	104	108	115.
21	106	105	106	107	110	108	107	106	101	95	137	139	190	252	149	124	104	85	102	95	95	82	85	87	111.
22	131	104	80	94	90	101	106	98	107	116	122	145	160	175	266	278	285	97	115	161	264	227	267	274	137.
23	259	267	283	271	258	276	320	356	20	87	52	286	265	225	124	131	94	74	92	112	104	89	88	89	59.
24	103	106	105	114	104	110	110	111	109	109	108	98	133	244	255	137	77	79	106	90	84	100	105	101	108.
25	108	103	100	105	104	104	104	97	88	91	97	95	113	308	317	278	285	282	43	48	81	84	92	65	86.
26	88	105	109	106	105	105	109	110	99	107	136	141	259	287	274	244	93	85	106	102	105	114	117	113	114.
27	105	105	111	112	115	110	105	105	103	113	113	137	123	213	132	257	227	79	87	83	103	102	278	299	118.
28	102	291	295	299	285	280	273	277	266	275	274	276	279	256	281	290	290	260	257	286	1	31	40	49	290.
29	75	86	103	103	104	102	102	91	97	109	114	236	260	261	254	169	99	74	52	99	106	106	112	114	108.
30	112	112	113	109	110	110	109	107	104	103	109	95	97	110	112	124	114	108	109	104	109	108	111		109.
MEAN	97.	99.	101.	99.	99.	99.	104.	99.	93.	110.	123.	182.	213.	249.	226.	218.	122.	82.	84.	91.	92.	94.	94.	88.	

TOTAL NUMBER OF OBSERVATIONS = 8318 MEAN = 105.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																		224	14	241	83	68	86	13	56.
5	1[illegible]6	97	97	132	98	96	95	93	52	311	340	310	306	258	292	261	274	269	241	237	34	48	88	89	45.
6	7[illegible]	[illegible]	76	95	1[illegible]0	103	93	41	288	345	319	346	144	188	193	188	212	193	156	203	82	107	[illegible]4	86	112.
7	7[illegible]	74	91	[illegible]1	[illegible]	85	89	81	58	102	126	154	169	184	160	173	171	151	147	118	124	104	66	159	118.
8	154	1[illegible]	95	82	97	86	73	85	55	134	158	193	202	186	226	286	332	70	113	359	356	114	51	6	97.
9	215	143	39	243	58	101	91	42	59	77	306	239	168	148	73	356	114	138	46	95	95	85	88	84	93.
10	263	1[illegible]3	72	[illegible]1	116	293	316	70	342	53	78	90	111	252	44	221	236	218	230	251	296	23	93	108	77.
11	119	[illegible]2	1[illegible]6	23	49	87	77	83	65	47	352	286	291	281	284	288	289	50	120	56	64	70	65	80	51.
12	[illegible]1	75	75	[illegible]7	66	68	70	71	59	99	159	174	185	176	166	157	160	94	75	71	77	105	142	77	104.
13	62	[illegible]2	[illegible]3	[illegible]5	7[illegible]	105	94	84	94	329	299	282	308	322	279	293	317	263	251	282	125	87	82	123	32.
14	28	345	64	63	79	73	73	77	60	43	145	204	213	169	161	175	160	83	61	69	61	56	72	52	86.
15	55	[illegible]5	[illegible]3	73	78	73	102	69	57	67	68	103		315	265	278	256	255	198	88	84	66	74	173	76.
16	13	[illegible]2	67	[illegible]3	74	82	107	88	53	55	47	39	349	307	34	46	47	162	113	68	73	99	98	93	65.
17	[illegible]9	[illegible]0	7[illegible]	75	[illegible]4	69	72	76	61	21	162	175	185												90.
18													177	182	198	205	210	144	152	234	255	157	67	299	191.
19	295	235	79	43	102	113	122	99	346	56	4	201	252	226	250	265	241	194	113	63	67	59	65	75	81.
20	83	87	75	74	[illegible]0	75	80	81	68	81	197	172	168	172	178	167	134	112	98	84	73	93	79	84	105.
21	120	80	62	68	88	91	69	71	32	122	167	165	170	181	159	155	125	114	102	98	85	114	95	57	107.
22	41	[illegible]0	129	57	89	96	110	130	112	127	136	172	166	165	200	212	207	152	148	189	264	171	292	271	147.
23	22[illegible]	282	3[illegible]4	32[illegible]	348	340	262	353	329	341	288	282	293	204	121	129	154	139	106	83	91	84	87	79	353.
24	82	67	76	[illegible]6	78	79	90	83	83	65	39	94	197	205	175	172	166	149	96	71	61	70	65	70	95.
25	[illegible]3	81	75	73	73	81	84	61	104	118	57	144	165	165	177	199	202	206	223	241	217	68	44	207	125.
26	91	88	126	143	102	68	86	120	68	42	76	146	275	228	259	281	287	25	105	89	77	81	87	84	92.
27	78	74	77	77	88	93	101	100	93	55	36	170	175	196	163	181	189	186	129	80	89	320	261	203	118.
28	179	271	277	354	258	274	267	257	263	281	288	290	292	299	301	303	299	289	226	249	232	242	237	233	272.
29	29[illegible]	185	85	75	72	77	75	74	82	75	21	300	279	359	321	352	82	52	9	60	87	75	85	89	55.
30	81	89	83	94	83	88	85	88	71	54	9	50	104	86	130	182	153	116	90	94	106	98	102	94	93.
MEAN	70.	87.	77.	73.	81.	82.	87.	79.	57.	60.	49.	192.	205.	209.	200.	220.	200.	153.	124.	97.	81.	86.	81.	91.	

TOTAL NUMBER OF OBSERVATIONS = 7237 MEAN = 95.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 8 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15													119	360	302	311	289	259	225	227	211	232	306	215	259.
16	244	224	219	230	233	240	153	193	42	79	103	76	2	360	74	74	36	189	206	51	70	136	170	190	143.
17	184	142	93	196	119	99	77	98	66	17	201	208	218	218	207	214	205	169	135	168	106	63	215	199	152.
18	122	201	200	203	193	201	196	199	191	196	199	208			225	228	242	223	228	265	279	292	10	322	219.
19	355	340	339	339	338	339	340	339	339	341	39	325				278	269	227	212	212	153	230	80	107	322.
20	112	133	118	95	145	164	150	119	131	188	214	207	210	215	218	210	175	169	148	133	115	122	113	124	154.
21	155	159	148	115	121	109	104	127	160	206	203	201	203	216	198	194	190	132	147	151	158	144	163	178	162.
22	185	177	176	79	154	194	164	175	149	132															161.
23													300	195	185	175	207	201	218	283	191	233	160	171	206.
24	193	213	17	98	151	174	146	81	150	79	57	147	224	224	208	206	200	183	177	123	78	92	77	76	146.
25	102	96	98	122	131	125	104	108	169	139	218	192	199	196	207		230	230	245	247	244	244	89	237	174.
26	218	219	213	217	216	250	199	215	184	27	36	290	323	286	308		326	247	222	177	244	97	109	114	230.
27	98	81	115	124	137	141	135	132	133	80	177	199	205	205	197	218	191	212	193	338	224	239	294	235	173.
28	154	335	324	335	320	307	306	303	303	317	329	332	338	339	344	343	335	313	287	275	274	282	251	236	309.
29	235	226	223	179	211	200	209	224	77	106	38	340	327	336	352	2	122	212	225	187	266	202	108	169	210.
30	256	237	242	158	232	214	173	201	87	57	332	210	180	129	197	208	185								198.
MEAN	172.	168.	270.	270.	175.	186.	155.	161.	129.	90.	155.	221.	239.	240.	225.	229.	220.	209.	205.	206.	196.	196.	128.	181.	

TOTAL NUMBER OF OBSERVATIONS = 3926 MEAN = 188.

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 30 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	245	213	243	213	232	199	203	140	143	187		195	199	206	204	195	150	138	150	148	157	157	129	133	177.
2	93	132	154	178	114	41	41	62	130	96	280	329	347	352	357	314	5	303	10	338	285	280	278	283	356.
3	275	286	274	290	318	314	299	300	297	295	294	305	295	296	294	304	296	291	279	274	275	286	287	284	292.
4	291	283	252	139	220	61	144	176	265	41	87	317	276	317	336	264	270	234	233	221	200	184	189	284	248.
5	145	245	224	232	221	212	159	262	262	342	346	312	284	272	2	309	301	297	259	224	219	215	174	148	248.
6	161	147	217	89	235	94	229	253	267	277	341	329	197	219	228	223	227	221	197	251	177	171	201	165	215.
7	197	209	116	145	119	113	105	96	78	159	182	191	199	206	201	208	206	187	159	155	151	159	167	151	164.
8	155	153	153	158	152	136	295	182	156	172	192	215	224	212	266	297	6	104	146	15	297	171	259	270	192.
9	252	225	218	240	295	191	183	215	181	234		258	237	186	145	351	199	200	203	196	198	195	195	195	213.
10	195	195	195	195	195	195	195	195	195	139	148	150	267	213	65	248	251	221	246	278	315	61	107	137	196.
11	157	133	157	173	156	185	223	143	89	44	327	315	348	335	347	357	337	220	187	205	195	121	83	92	156.
12	145	155	123	156	135	118	136	211	186	192	197		295	298	200	200	195	182	120	145	175	197	193	196	170.
13	182	215	128	179	116	183	196	98	264	293	310	328	342	353	325	331	344	253	277	256	266	93	125	166	252.
14	185	171	159	184	174	186	125	98	101	198	221	242	218	206	194	219	199	203	198	158	147	77	119	185	176.
15	175	55	82	145	149	132	293	92	85	99	136	158	360	348	285	305	281	267	219	211	198	226	324	218	169.
16	255	228	224	247	89	239	145	175	40	80	100	63	6	330	65	68	29	185	192	76	90	115	158	147	118.
17	171	132	164	143	121	101	89	94	68	13	198	203	215	214	204	210	204	159	150	169	105	68	204	184	150.
18	145	197	197	198	191	198	193	195	186	191	195	204	194	209	223	226	238	220	225	258	273	284	330	322	215.
19	313	312	312	312	312	312	312	312	312	312	25	319			312	273	260	212	200	195	199	196	113	117	266.
20	115	129	115	98	136	165	154	125	131	182	210	202	206	211	214	207	170	155	134	123	107	123	109	119	150.
21	148	151	147	123	122	109	107	129	156	199	198	195	198	212	194	191	188	129	134	141	152	142	172	184	159.
22	182	173	172	114	171	167	157	165	144	150	184	210	201	200	226	233	228	203	182	216	285	260	342	311	196.
23	327	321	347	353	9	30	27	27	27	23	335	323	312	201	190	179	204	192	205	189	206	207	159	149	291.
24	187	225	352	109	176	186	158	87	148	86	61	177	228	228	214	212	202	184	185	140	98	108	104	125	159.
25	115	111	114	127	129	123	107	115	167	136	222	197	201	200	210		233	234	247	251	246	245	81	247	177.
26	215	221	214	213	225	241	264	209	182	37	33	251	319	283	303		325	266	213	181	292	100	114	115	236.
27	95	95	108	115	128	139	137	140	133	82	176	201	206	205	196	214	187	201	191	313	238	256	294	238	174.
28	151	342	324	327	312	307	305	302	304	317	330	332	339	339	345	343	335	314	288	279	276	284	265	246	310.
29	245	233	222	152	215	201	161	207	76	107	39	341	336	355	348	4	151	208	206	123	320	197	95	254	203.
30	268	142	261	143	191	217	148	207	97	63	338	229	186	128	202	210	190								187.
MEAN	182.	187.	270.	270.	178.	169.	166.	159.	148.	122.	229.	249.	250.	239.	245.	252.	236.	212.	200.	202.	215.	179.	159.	188.	

TOTAL NUMBER OF OBSERVATIONS = 8369 MEAN = 197.

11 C-1064

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 100 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	196	223	202	204	196	191	195	143	137	176		186	189	193	192	184	136	128	137	125	149	149	127	120	168.
2	75	95	115	147	116	191	122	207	115	86	277	326	340	345	351	310	2	314	360	335	286	277	275	278	353.
3	274	282	283	291	302	309	295	296	292	289	290	298	290	290	289	297	291	286	276	271	274	284	284	281	288.
4	282	285	305	185	225	41	100	147	50	45	47	315	267	300	325	260	269	239	239	265	159	106	140	281	266.
5	79	297	238	250	233	6	155	181	306	347	351	309	269	276	354	306	296	308	297	250	320	17	59	90	304.
6	135	143	332	68	240	42	18	289	254	267	353	321	193	210	223	212	218	214	185	255	204	150	171	158	215.
7	159	133	90	127	118	111	142	144	101	155	169	179	187	198	191	197	194	172	144	128	125	143	150	135	149.
8	125	131	132	135	136	151	163	160	150	160	182	204	213	202	256	285	350	81	116	43	327	161	238	257	167.
9	248	219	64	313	345	334	169	215	197	234		259	208	156	135	356	123	164	163	158	158	158	158	157	184.
10	158	153	158	158	158	158	156	158	172	84	126	140	297	204	58	242	247	208	234	273	309	40	89	113	166.
11	128	119	131	130	132	140	151	137	81	43	337	311	339	329	338	349	330	28	140	191	186	163	150	127	113.
12	151	127	156	173	173	145	155	185	179	182	198		203	197	190	190	184	175	134	153	173	190	183	190	173.
13	193	199	131	175	136	176	229	329	284	284	302	320	333	345	317	323	349	290	308	292	349	71	91	124	295.
14	126	144	147	155	155	171	139	189	189	195	213	238	214	198	181	199	189	190	170	172	155	113	150	170	173.
15	178	144	116	139	132	114	197	74	76	83	118	153	360	343	284	301	275	281	229	218	201	234	298	249	182.
16	285	282	235	188	159	328	94	140	125	74	86	59	353	332	46	64	42	174	174	129	103	75	139	136	108.
17	143	124	139	113	108	115	115	98	83	92	189	195	207	207	196	203	195	167	158	163	122	98	188	163	150.
18	223	187	176	196	179	188	182	193	174	178	185	193	183	199	210	214	227	216	215	252	262	248	33	304	204.
19	329	293	9	239	178	95	117	184	284	75	18	320			305	264	252	209	197	187	181	173	152	129	205.
20	123	133	123	120	132	158	150	133	135	170	200	192	196	199	203	195	158	133	117	117	102	121	120	114	147.
21	119	134	145	134	122	108	114	132	154	190	190	187	190	205	188	183	169	114	121	132	143	142	163	169	152.
22	167	161	157	150	162	151	162	147	134	140	172	200	191	189	216	222	217	198	177	206	278	272	333	307	187.
23	313	315	339	348	2	2	237	343	309	360	330	318	311	200	165	159	189	177	178	159	291	150	77	144	303.
24	172	213	332	58	154	162	210	94	123	85	58	154	218	216	203	200	189	174	177	153	126	122	134	140	159.
25	128	113	116	124	115	110	132	126	157	130	213	187	189	189	200		222	223	245	248	241	241	330	263	178.
26	228	248	234	223	238	251	325	174	176	57	36	262	309	274	297		319	6	213	184	323	99	117	110	249.
27	139	125	115	100	113	124	122	133	123	77	169	187	197	184	187	205	196	188	187	326	262	326	299	283	162.
28	128	351	321	356	315	303	329	298	298	311	324	326	332	331	337	336	330	313	287	282	275	283	278	266	311.
29	265	243	228	229	7	109	174	328	44	101	37	338	329	350	337	359	22	200	169	118	349	179	48	335	351.
30	285	75	266	125	19	219	118	140	93	63	341	195	165	117	190	198	179								150.
MEAN	169.	168.	174.	170.	144.	133.	152.	158.	143.	111.	204.	240.	241.	229.	236.	242.	230.	201.	187.	196.	217.	153.	142.	175.	

TOTAL NUMBER OF OBSERVATIONS = 8363 MEAN = 181.

11 C-106

CORPORATION

DIURNAL VARIATION OF WIND DIRECTION AT 200 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	217	225	224	221	216	211	214	173	164	199		204	207	210	209	201	157	151	162	142	170	173	151	142	189.
2	75	92	117	154	144	109	151	216	140	106	288	332	352	352	358	319	11	333	11	347	308	296	295	295	1.
3	294	298	301	325	316	324	313	311	307	304	304	309	304	303	301	307	302	299	292	284	293	300	297	298	302.
4	299	339	331	298	266	15	109	132	35	65	37	310	291	319	339	272	282	262	280	323	171	100	127	298	312.
5	59	61	329	329	4	48	80	148	124	15	356	336	299	285	2	315	306	330	325	302	360	38	77	134	3.
6	129	135	134	68	135	153	47	293	278	280	16	328	206	231	246	224	236	234	210	273	259	177	175	198	214.
7	183	153	131	174	162	172	182	187	175	181	189	201	207	220	211	216	213	194	166	150	146	155	164	150	181.
8	143	146	152	155	153	171	171	177	170	183	204	225	233	222	276	309	5	83	116	71	350	193	242	261	184.
9	284	345	44	345	4	47	168	249	270	268		277	233	136	142	1	34	116	116	116	116	116	116	116	93.
10	115	115	115	115	116	116	116	115	116	114	140	163	291	226	85	263	270	228	255	306	328	37	91	112	130.
11	124	129	127	135	134	148	167	165	112	62	356	325	346	333	347	358	339	28	129	214	211	205	211	197	131.
12	233	192	195	198	206	199	198	204	205	203	209		217	213	209	208	202	195	186	184	206	210	202	211	202.
13	218	219	181	202	159	211	274	311	279	291	307	325	342	355	321	331	358	318	331	316	14	58	83	104	308.
14	114	116	143	155	158	177	191	211	213	217	234	261	221	215	199	215	207	209	197	200	221	189	193	199	195.
15	202	204	188	159	119	122	216	94	87	74	134	172	350	352	297	305	283	302	257	260	216	268	277	321	231.
16	313	293	276	197	208	278	64	136	133	97	90	60	348	336	57	70	56	186	190	185	279	49	153	160	123.
17	174	159	109	145	125	177	168	158	146	213	204	209	220	218	210	217	210	192	194	184	169	188	212	188	187.
18	283	218	207	212	291	249	204	204	195	200	207	213	203	216	229	233	246	229	235	272	283	269	336	323	229.
19	342	326	326	325	325	334	336	336	336	331	31	329			321	281	258	224	221	200	183	194	195	178	297.
20	167	174	161	159	165	178	175	166	164	189	218	210	212	216	219	211	175	149	140	142	134	150	157	148	174.
21	134	154	172	166	152	142	153	162	191	203	204	202	204	218	203	197	178	138	148	156	165	173	187	190	175.
22	155	161	177	176	174	191	179	165	153	160	191	216	208	205	234	237	234	219	202	230	306	313	354	332	206.
23	331	331	354			357				357	342	339	326	237	171	175	207	193	189	179	215	199	10	9	285.
24	9	9	9	9	9	169	157	127	88	81	76	177	234	231	222	217	206	197	198	185	175	185	187	175	172.
25	169	151	153	149	139	136	131	157	177	152	229	205	208	207	218		241	242	275	274	262	262	312	279	203.
26	247	256	246	243	261	271	330	248	215	148	50	280	310	275	302		325	15	246	201	232	163	172	155	252.
27	155	173	159	141	156	146	146	163	151	107	207	205	213	209	205	239	213	215	205	298	329	350	314	17	189.
28	134	16	335	13	329	314	309	308	306	317	328	329	338	336	344	345	339	324	302	301	291	299	302	297	323.
29	291	258	256	257	22	154	221	41	43	124	52	348		356	346	2	17	38	93	115	133	203	304	15	13.
30	324	51	293	178	49	151	147	212	118	90	3	232	193	135	206	214	198								171.
MEAN	191.	180.	270.	270.	153.	166.	170.	182.	163.	155.	255.	259.	254.	248.	253.	259.	256.	222.	207.	222.	230.	198.	202.	199.	

TOTAL NUMBER OF OBSERVATIONS = 8293 MEAN = 210.

900(-) 11

BADGER
CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	32	32	32	32	32	32	32	32	32	34	36	37	39	41	41		38	36	34	33	32	31	31	30	34.
2	29	27	26	25	27	28	26	26	29	35	39	39	40	41	40	42	40	39	37	35	31	29	28	29	33.
3	28	29	29	28	28	28	28	27	27	28	29	30	30	29	28	28	27	26	26	26	26	26	26	25	28.
4	24	24	24	24	24	24	24	24	24	26	29	31	33	34	36	35	34	32	29	27	23	23	23	20	27.
5	18	17	15	14	13	12	12	13	20	27	32		36	37	38	38	35	29	23	20	19	17	16	16	23.
6	16	14	13	12	12	11	11	12	15	24	32	37	38	39	41	41	39	33	25	22	19	18	17	15	23.
7	16	15	14	13	14	13	14	15	21	32	41	43	43	43	44	44	42	33	27	25	24	22	20	18	27.
8	21	20	20	19	18	17	16	21	26	36	46	47	47	47	46	43	42	35	29	28	27	29	30	30	31.
9	30	30	29	28	28	28	28	28	28	30	32	32	34	34	32	28	28	28	27	26	24	24	25	24	29.
10	24	24	24	24	24	24	24	25	25	26	28	31	34	35	35	35	35	32	33	31	29	28	24	21	28.
11	18	18	17	14	13	13	12	13	19	26	33	36	37	38	40	40	37	28	24	21	20	20	20	19	24.
12	20	19	18	18	18	19	21	22	25	28	40	43	44	42	45	44	43	39	37	37	33	30	28	31	31.
13	33	32	33	30	28	25	24	25	29	34	44	47	47	45	46	46	44	37	30	27	26	23	21	20	34.
14	19	17	17	17	17	18	17	19	25	33	42	46	47	48	47	45	42	39	35	33	32	29		28	32.
15	26	25	23	22	22	21	22	23	20	25	29	42	45	40	45	47	43	35	28	26	24	22	20	16	29.
16	17	16	16	16	15	14	14	15	21	28	37	41	43	44	45	47	41	32	28	25	23	21	21	21	27.
17	20	19	18	18	17	18	18	19	24	33	44	46	47	46	47	47	44	34	29	28	27	28	30	31	31.
18	34	33	31	33	35	36	35	35	37	40	39	40	37	40	41	41	36	31	31	32	30	28	27	27	35.
19															34	34	32	25	20	19	17	16	16		24.
20	15	15	15	15	14	13	13	14	20	29	39	42	44	45	44	44	39	30	27	27	24	24	23	21	27.
21	20	23	22	19	20	21	22	24	29	40	47	49	50	50	49	49	44	35	34	32	31	30	30	38	34.
22	37	38	32	27	24	22	27	34	34	46	47	48	48	48	48	46	44	39	36	34	34	32	28	27	37.
23	26	25	25	24	23	21	16	13	15	18	22	24	26	27	29	30	25	20	17	15	12	10	9	9	21.
24	9	8	7	6	7	6	7	7	12	19	27	35	38	39	40	41	33	27	23	22	21	21	21	20	21.
25	20	19	20	19	18	18	20	23	25	36	42	44	44	44	45	44	40	36	31	24	21	20	18	15	29.
26	14	14	14	12	11	12	10	9	14	22	29	32	34	36	37	37	31	22	19	16	14	13	11	11	20.
27	13	11	10	9	8	8	10	11	17	26	37		39	42	41	40	36	30	28	27	26	25	24	26	24.
28	25	24	24	19	23	22	18	16	16	18	19	20	21	25	27	26	23	22	19	16	12	6	1	- 2	19.
29	- 6	- 9	-10	-11	-10	-14	-14	-13	- 8		10	17	19	22	23	24	19	11	6	3	1	0		- 2	3.
30	- 2	- 3	- 9	- 7	- 5	- 6	- 5	- 8	1	13	18	29	31	32	33	33	27	21	18	15	11	10	8	8	11.
MEAN	21.	20.	19.	18.	18.	18.	18.	18.	22.	29.	35.	38.	39.	40.	40.	40.	37.	31.	27.	25.	24.	22.	22.	21.	

TOTAL NUMBER OF OBSERVATIONS = 8341 MEAN = 27.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	34	34	33	31	31	31	31	31	36	36	37	37	38	40	41	42	40	35	35	34	34	32	31	30	35.
2	33	28	25	25	27	26	25	25	30	34	39	41	41	40	41	41	41	40	36	35	30	30	30	30	33.
3	31	31	30	30	30	29	28	28	28	30	30	31	30	31	31	30	29	27	27	27	27	26	25	25	29.
4	25	25	25	26	25	25	25	25	25	26	30	30	33	35	35	35	35	35	30	26	24	19	18	17	28.
5	15	15	12	11	9	10	9	9	15	23	29		35	38	41	40	36	29	24	19	17				22.
6												35	40	41	41	41	41	35	26	21	18	25	17	15	31.
7	15	15	14	15	13	9	9	11	17	26	36	42	45	47	47	47	43	36	27	23	22	20	19	17	26.
8	15	15	15	14	15	16	15	19	27	36	45	47	46	47	46	45	42	36	29	25	25	27	30	30	30.
9	30	31	31	30	28	27	28	29	30	31	34	35	36	36	33	28	30	30	28	25	25	22	25	26	30.
10	25	25	26	25	25	25	25	24	25	26	29	30	35	35	35	36	35	33	35	33	30	30	24	20	29.
11	20	14	14	14	14	11	10	13	16	23	29	35	39	41	41	40	38	30	23	20	19	19	20	20	24.
12	20	19	19	19	20	20	20	22	26	33	40	42	45	46	46	46	42	38	35	34	32	30	30	31	32.
13	33	33	33	31	29	25	25	24	29	34	44	47	48	47	47	47	43	39	31	27	25	23	20	20	34.
14	17	15	15	15	15	15	15	17	22	30	34	45	47	50	48	47	43	40	36	36	35	30	31	31	31.
15	31	31	34	29	25	25	25	25	27	31	36	43	46	46	47	47	46	38	27	25	24	22	19	15	32.
16	15	14	14	14	15	14	13	13	17	23	33	40	43	46	46	46	42	32	27	25	21	19	20	20	26.
17	21	17	16	14	15	9	9	9	16	25	36	46	46	46	47	46	45	36	30	30	32	30	30	32	29.
18	35	35	35	35	35	37	36	36	37	41	41	41	40	41	40	41	37	39	30	33	31	30	26	25	36.
19	24	25	24	21	21	23	22	25	25	25	28	31	35	36	36	36	35	27	21	19	17	14	14	13	25.
20	14	14	13	14	13	13	12	15	21	31	38	42	45	46	46	46	39	33	30	27	25	24	25	23	27.
21	23	21	24	19	14	9	11	9	19	28	44	50	51	52	52	51	46	39	35	30	26	25	31	31	31.
22	18	17	17	14	18	19	22	21	23	31	44	50	51	50	47	46	46	40	38	32	36	33	29	26	32.
23	24	24	24	25	25	23	15	11	10	16	21	25	27	30	30	30	27	21	16	14	13	10	9	9	20.
24	10	4	4	3	2		0	0	4	14	21	31	38	41	40	41	36	28	24	24	22	20	20	20	21.
25	20	19	21	22	22	19	20	16	19	23	35	43	46	47											26.
26	14	13	15	14	10	10	9	9	13	22	29	33	36	36	39	40	34	24	18	15	15	13	10	9	20.
27	9	10	6	4	4	1	1	1	15	25	35	41	41	41	41	41	38	36	31	28	25	25	26	25	24.
28	25	25	25	25	24	21	20	17	17	20	20	19	23	26	29	26	25	23	20	19	14	12	9		22.
29	- 5	-10	-11	-11	-14	-16	-17	-17	-10	0	7														-11.
30	- 6	-10	-11	-13	-15	-16	-16	-16	-11	- 1	10	22	31	34	36	35	29	22	20	17	10	9	5	1	7.
MEAN	24.	19.	19.	18.	17.	17.	16.	16.	20.	26.	33.	38.	40.	41.	41.	41.	38.	33.	29.	26.	24.	23.	22.	22.	

TOTAL NUMBER OF OBSERVATIONS = 8085 MEAN = 27.

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CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	33	33	34	33	33	34	33	33	35	39	39	41	43	44	43	40	40	39	36	35	33	33	33	32	37.
2	31	30	29	30	30	30	29	29	32	38	41	42	43	44	46	45									36.
3										31	32	33	33	32	31	31	30	29	29	29	29	28	29	28	31.
4	27	27	25	25	25	25	26	27	28	30		35	34	36	38	37	36	33	30	29	27	25	25	23	30.
5	21	19	19	18	17	16	16	17	22	29	34	36	38	40	40	40	36	30	25	23	22	21	20	19	26.
6	18	18	17	16	15	15	16	18	24	28	35	37	39	43	43	42	40	34	28	24	23	22	21	21	27.
7	19	18	18	18	17	16	16	18	23	33	42	44	45	46	46	46	41	34	29	28	25	25	23	20	29.
8	24	23	21	21	20	19	18	22	29	39						46	43	38	32	30	31	32	32	33	30.
9	32	31	27	30	30	30	27	30	30	31	35	34	35	36	36	30	30	30	30	29	27	28	27	25	31.
10	26	26	26	27	26	25	27	27	28	28	30	33	36	38	36	36	34	33	33	32	32	31	27	25	30.
11	22	21	21	20	17	16	17	17	21	28	36	38	40	41	42	41	34	29	27	24	23	23	24	22	27.
12	22	21	21	21	21	21	22	23	27	34	42	43	46	46	45	44	42	38	35	34	32	30	29	33	33.
13	37	34	33	31	29	27	27	26	31	37	44	49	48	48	49	48	45	38	32	30	29	27	25	24	36.
14	23	21	24	22	21	20	21	22	26	34	43	48	49	50	49	47	44	40	36	34	33	31	30	30	33.
15	31	31	31	31	31	31	30	29	32	38		44	47	48	48	47	45	38	31	28	28	26	27	24	35.
16	22	21	20	19	19	17	17	19	23	30	39	44	46	47	48	44	37	34	31	29	26	24	23	25	30.
17	22	22	22	21	20	20	20	21	24	33	45	48	49	48	48	48	43	35	32	30	29	29	30	31	33.
18	35	36	35	35	36	37	39	39	40	43		41	38	41	43	43		33	33	34	32	31	29	29	37.
19	28	28	26	24	25	25	24	26	26	27	30	33	35	35	36	36	31	26	23	22	21	19	18	18	27.
20	17	16	16	16	15	15	15	16	21	29	40	44	47	47	46	45	40	33	29	26	26	24	22	20	28.
21	20	21	22	22	21	20	21	22	27	39	49	51	53	52	52	50	47	39	35	35	32	31	33	37	35.
22	37	35	31	30	30	31	31	30	34	45	48	49	50	50	49	46	45	39	39	38	36	32	30	29	39.
23	28	27	26	25	25	24	20	14	15	19	24	27	28	30	30	27	23	21	18	16	14	13	12	12	22.
24	11	10	10	9	10	10	10	10	12	18	27	33	39	40	41	36	31	28	27	24	22	22	21	20	22.
25	20	19	19	18	18	17	17	19	23	34	43	46	46	47	47	46	42	38	33	26	24	23	21	18	30.
26	18	17	17	14	13	12	12	12	16	22	30	34	36	37	38	36	30	25	23	20	18	16	14	13	22.
27	13	13	12	10	10	9	11	12	15	24	38	42	42	44	43	41	37	32	30	29	28	27	27	28	26.
28	28	27	27	26	25	24	21	19	19	21	22	22	22	25	29	29	25	22	20	17	13	6	2	0	21.
29	3	5	7	8	9	11	11	9	6	1	12	18	22	24	25	24	17	14	10	7	6	4	3	2	11.
30	1	0	0	0	0	0	0	0	5	14	25	30	32	34	34	33	28	25	21	18	15	12	11		15.
MEAN	23.	23.	22.	22.	21.	21.	21.	21.	24.	31.	36.	39.	41.	42.	42.	41.	37.	32.	29.	27.	26.	25.	23.	23.	

TOTAL NUMBER OF OBSERVATIONS = 8277 MEAN = 29.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE(DEG F)
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
AY																									
	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

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CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 30 FEET(DEG F)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	34	35	34	34	34	34	34	30	33	35		37	38	39	40	39	30	35	34	33	33	33	32	32	35.
2	31	31	31	31	30	29	29	31	32	35	38	38	39	40	40	40	39	37	36	35	33	31	31	30	34.
3	29	29	29	29	29	28	28	27	27	28	29	29	30	30	30	29	28	28	28	27	27	27	27	27	29.
4	25	26	25	24	25	24	24	25	26	28	30	30	31	34	35	35	34	33	32	32	31	30	29	26	29.
5	25	25	25	25	24	23	23	22	24	29	32	33	35	36	36	37	36	34	31	30	30	29	27	28	30.
6	28	27	24	23	23	23	23	23	25	29	33	34	38	39	39	39	38	35	33	30	30	30	28	28	30.
7	28	28	28	28	27	26	27	27	29	37	40	41	41	42	43	42	41	39	36	35	33	33	33	34	35.
8	33	32	32	31	31	30	27	32	36	42	43	44	45	45	45	43	41	38	36	36	34	35	35	35	37.
9	33	31	33	32	30	30	31	30	30	32		32	33	33	33	30	30	31	30	30	29	27	27	27	31.
10	26	27	27	27	27	27	26	26	26	27	29	31	33	34	34	35	35	33	33	33	31	30	28	28	30.
11	27	27	25	24	24	24	23	22	25	29	32	35	36	38	38	38	38	36	34	31	30	30	29	29	31.
12	29	29	30	29	29	30	31	32	34	38	41		42	43	43	43	41	38	36	37	37	37	38	38	35.
13	39	39	37	36	35	35	35	36	39	42	45	46	45	44	45	44	43	41	41	37	36	35	33	32	40.
14	32	31	31	32	32	30	31	31	33	40	42	43	45	46	45	43	41	40	38	38	37	36	36	36	37.
15	37	35	35	35	34	33	33	30	34	38	39	42		44	44	45	44	41	38	38	36	35	33	34	38.
16	33	32	32	31	27	27	25	28	29	33	37	39	41	42	44	44	43	40	37	34	34	34	34	34	35.
17	33	33	31	31	31	30	30	30	32	39	43	44	45	44	45	45	43	40	37	38	35	34	38	36	37.
18	37	39	39	38	37	38	37	37	38	40	39	39	37	40	40	40	38	36	36	34	32	32	31	31	37.
19	30	30	29	27	26	25	25	25	26	27	29	31			28	35	34	31	29	28	27	27	27	26	29.
20	26	26	25	24	26	26	27	27	30	36	39	41	42	43	42	42	40	38	35	35	35	34	33	33	34.
21	33	33	35	36	34	32	32	34	39	44	46	47	48	48	48	48	46	43	42	42	43	42	42	42	41.
22	42	41	40	40	39	39	39	39	42	44	46	47	47	48	47	45	43	40	38	36	34	30	30	29	41.
23	28	27	27	26	25	24	23	23	23	25	26	26	27	28	29	29	28	25	24	23	22	23	23	23	25.
24	22	21	23	22	24	23	23	23	25	28	32	35	37	38	39	39	37	33	32	31	30	29	29	30	30.
25	30	29	30	29	30	30	29	30	36	39	42	43	43	43	44		40	38	36	33	33	32	30		35.
26	27	27	26	25	25	24	23	24	24	27	29	31	33	35	36		36	33	30	28	27	26	27	26	29.
27	24	24	24	24	24	25	25	26	28	32	37	39	39	41	40	39	38	36	35	33	32	30	29	28	32.
28	28	27	26	25	25	24	21	20	20	21	22	22	23	26	25	27	25	23	22	19	18	16	14	12	23.
29	8	9	9	9	7	8	8	6	5	12	17	20	23	24	25		24	23	21	18	17	17	17	16	15.
30	16	15	14	15	15	14	14	15	17	22	27	30	31	33	34	33	31								22.
MEAN	30.	29.	29.	29.	28.	28.	27.	28.	29.	33.	35.	37.	38.	39.	39.	39.	37.	36.	34.	33.	32.	31.	30.	30.	

TOTAL NUMBER OF OBSERVATIONS = 8362 MEAN = 32.

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 8 FEET(DEG F)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	35	34	34	35	34	34	33	33	33	36	37	38	39	41	42	41	39	36	34	33	32	33	32	32	36.
2	32	31	31	30	30	29	28	30	33	37	39	40	40	42	42	41	39	38	37	35	33	31	31	30	35.
3	29	29	29	29	28	28	28	27	28	28	29	30	31	30	30	29	28	28	27	28	27	27	27	27	29.
4	25	25	25	24	25	24	25	25	26	29	31	31	32	35	36	35	35	33	31	30	29	27	26	26	29.
5	25	22	22	21	22	21	21	22	25	29	33	34	37	37	37	38	36	32	29	27	26	25	24	25	28.
6	25	23	21	22	21	21	19	21	25	30	34	35	40	40	40	40	39	34	29	28	29	27	25	26	29.
7	25	27	26	26	26	25	25	24	32	39	41	42	43	44	45	44	43	37	34	33	32	32	31	31	34.
8	35	29	31	29	28	27	23	28	36	43	45	46	47	48	46	45	41	38	35	36	33	34	34	34	37.
9	33	32	31	31	33	31	30	31	31	33		32	34	34	35	30	30	30	30	29	28	26	26	25	31.
10	25	26	27	27	26	27	26	26	27	28	30	33	35	35	36	36	35	33	33	33	31	29	28	26	30.
11	26	25	23	21	22	21	20	20	25	30	33	36	37	39	40	39	38	34	28	28	28	29	27	27	29.
12	27	26	26	27	27	27		31	34	38	42		42	44	44	44	42	38	36	36	37	37	38	38	36.
13	38	39	37	33	34	32	32	34	39	43	47	47	47	45	46	45	44	40	39	35	36	35	32	29	39.
14	28	27	28	27	29	27	29	28	33	41	44	45	47	48	47	44	42	40	38	38	37	35	35	36	37.
15	36	35	35	35	35	34	31	31	34	39	40	44	46	45	45	46	45	40	35	33	32	32	32	31	37.
16	29	29	27	24	25	25	25	26	28	34	38	41	43	44	46	46	45	39	34	33	33	33	32	31	34.
17	31	31	29	29	34	28	27	28	33	40	44	46	47	47	47	47	43	39	37	37	34	33	38	38	37.
18	37	39	39	38	37	38	37	37	38	41	40	41	38	41	41	41	38	36	36	34	31	31	31	31	38.
19	29	29	29	24	25	25	26	25	26	27	30	32			35	36	35	29	27	25	25	24	24	24	28.
20	23	23	22	22	24	25	25	25	31	37	41	44	45	46	45	43	40	36	34	33	33	32	32	31	33.
21	31	31	32	34	32	31	30	33	40	45	48	50	51	51	50	49	47	43	41	41	42	42	42	42	41.
22	41	41	39	39	38	38	37	36	43	44						47	44	40	38	36	34	31	30	29	39.
23	28	27	26	25	24	24	23	22	22	25	26	27	28	29	30	30	28	23	19	20	20	21	20	21	25.
24	19	19	20	19	18	18	21	22	24	29	32	37	39	39	40	40	37	31	30	30	28	27	27	27	29.
25	28	27	27	26	29	22	28	29	35	39	43	44	43	43	45		40	38	35	32	32	31	30	25	34.
26	24	23	23	23	22	22	21	19	23	28	30	32	35	37	38		35	30	25	25	26	24	25	24	27.
27	22	22	21	22	22	23	23	24	27	32	38	40	41	42	41	40	38	36	33	32	32	30	29	28	31.
28	29	28	26	26	26	25	20	20	20	21	22	22	23	26	28	26	24	22	20	17	16	15	11	8	22.
29	7	5	3	5		4	3	2	5	12	17	19	22	24	25	25	24	19	14	15	15	14	13	13	14.
30	12	13	11	13	11	11	12	12	16	22	27	31	32	34	35	33	30								21.
MEAN	28.	28.	27.	27.	27.	26.	26.	26.	29.	34.	36.	37.	39.	40.	40.	40.	38.	35.	32.	31.	30.	30.	29.	29.	

TOTAL NUMBER OF OBSERVATIONS = 8299 MEAN = 32.

11 C-1071

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 100 FEET(DEG F)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	35	35	35	34	34	34	34	33	33	35		36	37	38	39	39	34	36	35	34	33	33	33	32	35.
2	32	32	33	32	31	30	31	31	32	35	38	38	40	40	40	39	38	38	37	36	33	31	30	30	35.
3	29	29	29	28	28	28	27	27	27	27	28	29	29	29	29	28	28	27	27	27	27	27	27	26	28.
4	25	25	25	24	25	24	25	25	26	27	29	30	31	33	34	35	35	34	33	33	32	32	30	26	29.
5	27	27	26	25	24	24	24	23	24	29	32	33	35	36	36	37	37	34	32	31	30	29	28	28	30.
6	29	29	29	24	23	23	25	23	24	28	33	34	38	39	34	39	38	36	35	32	31	32	30	30	31.
7	30	29	31	29	28	28	29	29	31	37	39	41	41	42	43	43	42	40	38	36	35	34	34	36	36.
8	35	34	34	33	33	33	32	35	37	41	43	44	45	45	45	44	42	40	38	37	35	36	37	37	39.
9	34	32	31	31	31	31	31	32	32				33	33	34	30	31	32	31	31	30	29	29	29	32.
10	26	27	28	29	28	27	26	26	26	26	28	31	33	34	35	35	35	34	33	33	32	30	29	29	30.
11	29	28	27	25	25	25	24	24	25	29	32	34	35	37	38	39	38	37	36	34	32	32	32	31	32.
12	30	32	31	31	31	31	32	33	35	37	41		42	43	43	43	42	39	38	37	38	38	38	38	37.
13	42	42	39	37	36	38	38	38	40	42	45	46	46	44	45	45	44	43	42	38	38	35	34	34	41.
14	34	34	34	34	34	33	33	33	36	40	42	44	46	46	46	44	42	40	39	39	39	38	37	37	39.
15	38	37	38	37	37	35	35	34	35	39	39	42	45	45	45	45	45	43	41	40	39	36	34	35	39.
16	34	33	33	33	32	28	28	29	30	33	37	40	42	43	44	45	45	42	39	37	36	36	37	37	37.
17	35	35	34	33	34	33	33	33	34	39	43	44	45	45	45	45	44	41	39	39	37	36	39	38	39.
18	38	39	39	38	37	38	37	36	37	40	39	39	37		40	40	38	36	36	34	32	32	32	32	37.
19	31	30	30	29	27	25	25	25	25	26	29	30			29	35	35	33	31	31	29	29	29	28	30.
20	28	27	26	27	26	27	27	26	30	35	39	41	42	43	43	42	41	39	37	37	37	36	35	34	35.
21	35	35	35	32	36	34	35	36	40	44	46	47	48	48	48	48	47	45	44	44	44	44	43	43	43.
22	42	43	42	41	41	41	42	42	42	44	46	46	47	48	47	46	44	41	39	37	34	31	29	29	41.
23	27	26	26	26	24	24	24	23	23	24	26	26	26	27	28	29	29	28	29	25	24	24	25	26	26.
24	25	25	25	24	25	25	24	24	26	28	31	36	37	38	39	40	38	35	34	33	31	31	32	32	31.
25	32	31	32	31	32	32	31	32	36	39	42	43	42	43	44		41	39	37	35	34	32	31	30	36.
26	29	27	27	26	25	25	24	24	25	27	29	31	33	35	36		36	34	33	31	28	28	29	28	30.
27	27	27	25	26	25	26	25	27	28	31	37	39	39	41	40	39	38	37	36	34	34	32	30	28	33.
28	29	26	25	26	25	24	20	18	18	19	20	20	21	24	27	26	24	22	21	18	17	15	13	12	22.
29	8	9	8	8	7	7	7	7	5	10	15	18	20	23	24	24	24	23	22	20	18	18	18	17	15.
30	17	16	14	15	16	15	16	16	17	20	26	29	31	32	33	33	31								23.
MEAN	31.	30.	30.	30.	29.	29.	28.	29.	30.	33.	35.	36.	38.	39.	39.	39.	38.	37.	35.	34.	33.	32.	32.	31.	

TOTAL NUMBER OF OBSERVATIONS = 8362 MEAN = 33.

II C-1025

CORPORATION

DIURNAL VARIATION OF TEMPERATURE AT 200 FEET(DEG F)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	35	34	34	34	34	34	34	33	33	35		36	38	39	41	39	37	35	34	34	33	33	33	33	35.
2	32	32	32	32	31	30	30	31	35	38	40	40	41	41	41	41	39	38	37	36	34	31	30	29	35.
3	29	27	28	28	28	28	27	27	27	27	26	29	29	29	29	29	28	27	27	27	27	27	27	26	28.
4	25	25	24	24	25	24	24	25	28	33	36	33	34	37	37	35	34	33	32	31	30	29	29	26	30.
5	24	23	23	22	22	21	20	23	29	33	37	36	37	39	38	38	37	34	32	30	28	25	25	26	30.
6	27	27	25	25	23	21	22	24	27	30	35	35	40	40	41	40	39	36	35	32	29	30	30	29	31.
7	30	28	26	26	27	27	28	29	33	38	40	42	42	43	43	43	42	39	37	35	34	34	34	35	35.
8	35	34	33	33	33	33	33	36	38	42	44	45	47	47	46	44	42	39	38	36	36	36	37	37	39.
9	34	32	32	31	31	31	31	31	32				35	34	35	31	31	30	30	30	28	28	27	27	32.
0	27	27	26	28	27	27	25	26	27	30	33	36	40	38	36	36	35	34	33	33	32	30	28	27	32.
1	27	27	25	25	24	25	24	23	28	33	36	38	38	39	40	40	38	36	34	34	33	32	31	31	32.
2	30	31	31	31	31	31	32	33	35	37	41		43	43	43	43	42	39	37	37	37	37	38	38	37.
3	38	39	35	37	35	36	36	38	41	42	45	46	46	44	45	45	45	42	40	38	36	34	32	31	40.
4	32	31	31	33	34	34	32	33	37	42	44	46	47	47	46	44	41	40	40	39	38	37	37	37	39.
5	36	37	35	37	35	36	36	36	36	39	40	43	42	46	45	46	45	43	40	38	36	35	33	32	39.
6	34	32	30	29	29	28	25	28	33	36	39	43	45	46	47	48	46	42	41	37	34	32	35	36	37.
7	35	34	33	32	31	32	32	33	36	41	43	44	46	45	46	46	43	40	39	38	37	35	38	37	39.
8	38	39	39	38	37	37	37		38	40	39	39	36	39	40	40	37	35	35	33	31	31	30	31	37.
9	31	32	28	28	27	26	25	26	26	27	32	33				35	35	32	31	31	31	30	29	27	30.
0	29	27	27	27	27	29	28	29	31	36	40	42	43	44	43	42	41	38	36	36	36	36	35	35	35.
1	34	36	36	37	37	35	35	36	40	44	46	47	48	49	48	48	46	43	44	44	44	43	42	42	42.
2	43	42	42	41	41	40	42	42	42	45	46	47	48	48	47	46	44	40	38	37	34	31	30	29	41.
3	28	26	26	25	24	23	23	22	24	30	30	28	32	36	35	32	29	27	27	27	23	22	21	25	27.
4	24	22	23	22	24	25	23	22	29	35	39	42	41	41	41	41	38	35	34	33	31	30	31	32	32.
5	31	31	31	31	31	31	31	32	37	39	43	43	43	43	44		41	38	37	35	34	32	30	30	36.
6	28	26	26	26	26	25	24	22	26	30	32	34	35	36	37		36	33	29	29	27	26	26	27	29.
7	26	26	26	26	26	27	27	27	30	33	38	40	40	42	40		38	36	35	34	33	32	30	28	33.
8	28	27	26	26	25	24	20	19	19	20	24	21	21	25	28	26	24	22	21	19	17	16	14	13	22.
9	9	10	8	7	4	2	4	5	10	16	22	25		30	29	28	26	19	16	16	15	17	17	15	16.
0	14	14	13	13	12	11	13		19	25	32	35	35	35	36	34	31								24.
MEAN	32.	31.	29.	29.	28.	28.	28.	29.	31.	35.	38.	38.	40.	40.	41.	40.	38.	36.	35.	34.	32.	31.	31.	30.	

TOTAL NUMBER OF OBSERVATIONS = 8318 MEAN = 33.

11 C-1074

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
	92	92	92	92	92	91	88	89	91	86	73	67	61	54	50		62	69	72	76	79	83	86	91	80.
	92	95	96	94	97	98	98	97	92	78	61	56	51	51	51	47	56	58	64	69	81	90	92	92	78.
	92	91	89	90	89	87	86	86	84	84	80	78	79	93	98	97	97	98	98	97	97	94	95	94	91.
	88	90	89	90	88	90	92	91	85	78	69	65	55	52	46	45	46	56	71	80	87	88	87	93	77.
	95	95	95	95	95	95	94	92	83	70	63		38	37	35	34	37	50	74	82	85	88	89	90	75.
	89	90	92	92	93	93	93	91	90	75	56	42	36	33	31	30	30	32	50	70	78	82	85	87	69.
	86	85	88	90	89	89	88	88	78	60	40	33	31	31	30	29	29	36	61	69	71	75	80	85	65.
	79	78	79	79	80	81	86	76	69	54	37	32	31	29	29	35	42	55	72	80	77	74	74	74	63.
	81	91	97	99	100	100	99	99	98	95	88	89	85	83	85	96	98	98	99	99	99	99	96	95	95.
	95	93	95	93	95	97	97	90	90	85	76	72	62	49	51	52	44	61	62	68	77	76	86	94	78.
	96	93	94	94	94	93	92	90	81	69	48	37	29	26	24	23	23	29	45	59	65	70	74	74	64.
	77	73	77	76	77	73	68	65	61	49	37	34	28	28	28	28	30	34	38	49	46	59	65	60	53.
	53	56	55	54	66	72	77	76	68	59	41	32	31	33	32	32	33	42	64	75	79	84	88	90	59.
	89	91	91	92	92	91	91	89	81	66	46	34	29	26	26	28	34	40	52	58	62	68	71	69	63.
	96	96	96	93	88	91	96	94	91	83	71	47	37	36	32	30	29	36	59	69	77	81	84	78	71.
	88	90	90	90	90	91	90	89	80	67	47	36	31	28	25	24	24	31	45	60	67	74	72	73	63.
	75	77	77	77	81	76	76	76	69	55	38	29	26	25	25	24	24	25	33	44	55	55	53	51	52.
	49	52	56	54	49	45	46	45	42	40	42	45	58	49	45	43	61	86	85	85	89	89	91	91	60.
															37	34	34	41	58	67	73	75	78		56.
	78	78	77	78	78	80	80	76	67	54	37	28	25	24	24	24	24	26	32	34	38	39	39	43	50.
	47	44	43	46	48	46	45	44	40	33	26	24	23	23	23	23	23	30	41	49	51	55	54	44	39.
	39	37	42	53	67	75	67	54	55	38	33	31	29	28	28	29	30	35	46	59	72	85	93	98	52.
	96	97	92	87	88	91	95	95	91	88	87	78	62	59	58	57	73	87	87	87	88	88	87	85	84.
	84	85	86	87	87	88	87	86	80	73	64	48	38	33	32	32	39	69	78	78	77	75	73	73	69.
	73	72	70	70	71	72	68	59	57	44	32	28	27	26	25	25	26	28	35	57	71	72	74	80	53.
	82	83	81	83	85	85	86	87	80	68	51	43	38	34	30	28	28	33	42	57	68	73	75	78	63.
	72	73	75	77	76	75	70	66	58	47	34		30	22	22	22	22	25	29	33	40	49	57	74	50.
	81	90	93	98	99	99	91	94	94	88	83	73	74	61	51	48	47	45	45	47	50	64	80	82	74.
	83	89	89	84	83	86	85	84	80	73	63	47	42	41	38	36	37	46	63	74	76	79	80	82	69.
	82	83	87	86	85	85	85	86	77	61	57	43	35	32	30	30	30	35	40	50	60	62	66	66	61.
	81.	82.	83.	83.	84.	84.	84.	82.	77.	67.	55.	47.	42.	40.	39.	38.	41.	48.	58.	66.	72.	75.	78.	79.	

TOTAL NUMBER OF OBSERVATIONS = 8377 MEAN = 66.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
	85	84	85	85	85	84	84	85	79	70	67	72	71	55	47	48	55	64	72	75	76	77	82	83	75.
	84	84	84	84	84	84	84	84	84	80	61	54	54	50	47	49	53	57	62	71	81	84	84	83	72.
	83	83	83	84	84	84	84	82	81	81	81	82	83	84	84	84	82	82	83	84	84	84	83	81	83.
	78	79	81	82	82	83	83	82	82	78	61	56	53	48	44	44	42	51	65	79	82	82	82	82	70.
	82	82	82	82	82	82	82	82	82	78	67		40	37	34	33	36	47	67	80	81				67.
												45	34	31	28	26	26	29	40	65	79	63	82	82	49.
	83	82	82	82	82	82	82	82	81	71	53	34	29	29	27	25	25	29	50	70	75	76	79	82	63.
	81	82	82	82	84	81	82	81	68	52	38	31	28	28	26	34	40	51	69	76	78	77	74	74	63.
	74	80	82	82	82	82	82	82	82	82	82	82	76	73	77	82	82	82	82	82	82	82	82	82	81.
	81	81	81	81	81	81	81	81	81	81	75	71	60	44	44	39	35	45	54	48	54	66	79	81	67.
	82	81	81	81	81	81	81	81	80	74	60	40	29	24	22	20	20	24	42	67	69	69	70	71	60.
	79	80	78	76	75	71	67	66	59	47	35	29	25	25	25	25	26	33	41	46	50	53	54	54	52.
	52	51	52	56	62	73	76	78	68	59	39	29	26	29	29	28	31	37	58	73	79	82	82	82	56.
	82	82	82	82	82	82	82	82	80	73	65	44	29	23	22	24	28	37	46	51	54	60	64	64	59.
	65	62	63	71	78	79	80	82	75	68	60	46	35	31	29	26	25	29	54	73	76	79	81	81	61.
	80	81	81	81	81	81	81	81	81	74	55	39	30	25	22	22	22	25	39	62	69	74	77	77	60.
	74	80	79	80	81	81	81	81	80	70	53	32	24	21	22	20	19	21	26	32	41	46	47	46	52.
	41	45	47	47	44	42	41	41	38	36	36	41	48	43	40	39	57	81	80	78	75	80	81	81	54.
	81	82	82	82	82	81	82	82	82	79	74	52	39	35	33	29	28	31	47	68	72	77	73	81	66.
	77	81	80	81	82	80	80	76	65	48	34	27	23	22	20	19	20	23	26	30	33	37	37	39	48.
	44	43	44	47	55	72	71	75	61	52	32	23	21	19	19	19	20	23	30	43	58	62	55	49	44.
	72	76	77	81	78	80	75	73	73	62	41	28	25	24	25	25	26	31	42	58	70	78	81	81	58.
	81	81	81	81	81	81	81	81	81	81	81	70	58	46	47	50	63	80	81	81	81	81	81	81	75.
	80	81	81	81	81	81	81	81	81	76	68	57	39	32	31	30	34	57	77	74	73	74	73	71	67.
	71	69	65	64	62	68	70	71	71	65	46	29	25	24											59.
	83	84	83	82	84	84	84	84	81	66	49	40	35	31	27	25	25	27	37	61	71	76	78	79	62.
	79	78	81	83	83	83	83	83	66	51	35	27	23	22	19	19	19	20	22	26	32	43	54	82	51.
	83	83	83	83	83	78	77	83	83	82	77	67	60	53	45	43	43	43	41	44	45	48	56	78	65.
	82	83	83	82	82	82	82	82	81	72	63														80.
	82	82	82	82	82	82	82	82	82	78	64	51	39	32	28	28	29	33	39	45	62	69	73	74	62.
MEAN	76.	77.	77.	78.	78.	79.	79.	79.	76.	69.	57.	47.	41.	37.	35.	34.	36.	43.	53.	63.	68.	70.	72.	74.	

TOTAL NUMBER OF OBSERVATIONS = 8123 MEAN = 63.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	96	98	98	98	97	96	98	99	93	77	72	66	59	54	55	69	70	72	79	85	90	92	95	98	84.
2	98	100	100	99	100	100	100	99	95	80	63	56	52	53	49	49									81.
3										91	85	81	82	94	99	100	100	100	100	100	100	100	99	99	96.
4	98	94	94	96	95	97	98	97	92	72		61	61	56	51	47	52	62	76	85	87	90	90	92	81.
5	94	96	95	94	94	95	95	92	84	75	60	50	43	40	39	38	41	55	79	88	90	90	91	92	76.
6	93	93	94	95	93	95	94	92	82	75	58	48	42	38	35	36	38	45	64	78	84	85	88	88	73.
7	90	90	90	91	92	92	92	89	82	65	44	38	36	34	32	31	33	44	65	69	77	80	84	89	68.
8	82	83	85	86	89	89	90	86	73	56		37	41	35	34	38	51	62	77	83	82	79	80	78	72.
9	88	90	100	100	100	100	100	100	100	99	94	95	92	91	87	100	100	100	100	100	100	100	100	100	98.
10	100	99	97	97	99	99	100	96	93	86	83	77	64	52	58	69	81	86	79	86	83	84	93	96	86.
11	97	97	96	96	97	96	92	90	83	74	53	41	33	30	28	28	30	37	48	61	68	71	74	77	67.
12	80	80	79	80	79	78	75	72	65	54	42	36	34	32	33	34	37	43	53	58	62	67	72	63	59.
13	54	59	64	67	74	79	80	78	72	61	47	38	36	37	35	35	37	47	68	78	80	85	90	92	63.
14	93	95	96	95	95	95	94	91	84	68	51	38	33	30	30	32	37	45	58	67	69	73	75	75	68.
15	74	74	74	74	71	76	77	80	73	60		50	41	37	35	35	33	39	58	75	78	83	86	87	64.
16	90	92	92	93	93	93	94	90	82	70	51	39	34	31	30	28	32	37	47	58	68	74	77	78	66.
17	81	82	79	81	82	83	81	80	75	61	42	34	30	28	28	28	28	32	38	49	58	61	60	60	57.
18	55	54	55	56	55	52	49	48	46	44	46	52	68	58	51	48		95	92	92	96	97	99	97	66.
19	94	94	95	94	91	96	100	97	89	89	76	54	45	42	40	37	40	50	65	73	76	79	81	82	75.
20	83	85	84	84	85	86	85	82	72	59	41	33	29	27	26	26	27	28	32	36	39	42	46	52	54.
21	56	56	53	51	52	54	55	55	51	41	31	28	27	26	26	26	27	31	41	48	55	59	57	49	44.
22	46	46	53	60	63	66	60	62	60	46	38	35	34	32	32	32	35	43	52	61	77	96	97	100	55.
23	100	100	98	94	93	94	98	97	98	94	79	65	60	58	64	80	92	93	92	92	92	90	89	87	88.
24	87	89	89	89	89	89	89	88	85	80	70	64	44	39	39	48	72	74	76	79	83	82	81	83	76.
25	81	82	82	84	82	83	84	81	73	57	39	34	31	30	29	29	29	32	38	60	76	78	81	87	61.
26	84	86	85	88	90	91	91	91	84	73	57	46	42	38	34	33	34	40	47	59	67	72	77	79	67.
27	80	81	80	82	82	82	77	73	68	57	41	31	28	26	26	26	26	28	31	36	41	48	56	63	53.
28	88	86	95	99	100	98	97	97	95	84	89	85	84	72	57	53	53	54	54	55	64	80	87	91	80.
29	95	95	93	91	90	90	89	87	84	80	67	54	47	44	42	41	44	51	61	71	75	78	80	81	73.
30	83	83	83	84	84	85	85	83	76	66	53	43	39	36	34	33	35	38	41	48	54	62	66		61.
MEAN	84.	86.	86.	87.	87.	87.	87.	86.	80.	70.	59.	51.	47.	44.	42.	44.	47.	54.	63.	70.	75.	79.	81.	83.	

TOTAL NUMBER OF OBSERVATIONS = 8316 MEAN = 70.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	84	84	85	83	85	85	87	92	93	86	77	74	69	63	57	58	68	71							78.
2													55	63	58	54	68	68	69	71	83	97	99	99	75.
3	100	99	99	99	99	99	99	98	96	96	93	90	90	98	100	100	100	100	100	100	100	100	100	99	98.
4	97	94	93	97	95	98	98	95	92	75	71	65	63	58	53	52	53	57	62	67	71	81	87	86	78.
5	86	87	89	89	90	96	92	90	83	78	62	49	45	43	43	42	42	47	56	61	68	76	84	84	70.
6	85	89	89	89	84	88	87	87	85	75	62	52	42	37	36	36	37	37	39	51	54	56	66	68	64.
7	68	71	73	75	77	77	82	79	69	52	43	38	36	36	35	34	34	37	43	51	58	62	60	57	57.
8	57	63	68	73	79	73	80	76	69	48	39	39	37	35	34	40	48	55	59	63	69	68	68	68	59.
9	85	90	100	100	100	100	100	100	100	99	92	97	92	91	88	100	99	97	100	99	99	99	97	96	97.
10	96	99	100	100	99	99	99	94	95	93	82	74	63	54	57	57	50	51	65	65	60	80	86	86	80.
11	77	87	84	82	87	87	87	84	77	63	51	42	33	30	27	26	26	26	27	31	54	71	72	61	58.
12	58	59	62	64	62	60	57	57	52	46	37	33	31	31	31	33	35	44	50	51	50	47	46	46	48.
13	49	50	54	52	58	62	62	61	51	45	41	36	36	39	38	37	37	38	40	48	57	62	60	65	49.
14	72	75	78	82	81	87	85	79	71	57	42	37	33	31	31	34	40	46	49	51	52	53	56	57	58.
15	59	59	59	59	60	63	65	66	65	57	60	48		38	37	35	33	35	38	43	54	58	62	58	53.
16	62	61	63	71	79	82	76	76	74	60	46	38	34	31	28	26	26	28	34	43	48	50	50	52	52.
17	54	55	58	58	59	59	60	60	54	46	37	33	31												52.
18													46	53	51	47	66	77	77	88	94	87	86	84	73.
19	73	72	72	72	82	93	98	96	98	91	73	53	46	44	41	37	35	35	38	49	63	70	73	70	66.
20	69	69	70	68	65	66	65	63	56	45	36	31	28	27	27	26	26	27	28	29	28	29	29	30	44.
21	31	31	32	32	31	31	32	32	31	29	27	27	26	26	25	26	26	28	30	31	31	31	31	32	30.
22	32	33	34	36	39	40	45	46	43	38	37	35	33	31	31	32	34	39	50	62	77	98	99	100	48.
23	100	100	99	95	93	93	93	95	97	82	77	75	60	58	59	60	64	75	79	77	79	78	76	77	81.
24	76	74	78	74	75	80	76	77	72	64	53	46	40	37	37	37	37	42	55	62	62	61	60	59	60.
25	57	55	55	56	57	54	53	49	46	41	35	32	31	31	29	28	29	32	34	37	38	40	43	46	42.
26	52	57	59	62	65	71	76	72	73	62	52	46	47	38	34	32	30	30	31	36	47	56	57	56	52.
27	56	58	57	56	55	54	52	49	46	42	34	29	26	25	25	25	25	25	26	28	30	33	37	63	40.
28	77	92	99	100	100	98	98	100	99	97	93	88	83	70	58	54	54	53	53	53	56	59	62	73	78.
29	33	37	90	93	95	94	92	89	85	75	61	50	46	44	42	41	39	39	41	49	59	61	61	64	65.
30	65	68	67	68	68	71	72	70	64	54	46	40	36	34	32	32	33	34	37	38	39	39	39	40	50.
MEAN	72.	73.	74.	75.	76.	77.	78.	77.	73.	65.	56.	50.	47.	45.	43.	43.	45.	48.	51.	56.	61.	65.	66.	67.	

TOTAL NUMBER OF OBSERVATIONS = 8075 MEAN = 62.

111-1078

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 8 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	83	84	84	83	85	84	85	88	87	83	81	79	76	72	67	67	73	75	77	80	83	84	87	87	81.
2	87	87	87	89	92	94	94	93	88	81	75	73	66	66	67	70	70	73	72	74	80	89	92	93	82.
3	94	94	94	94	94	94	94	94	94	94	93	91	91	94	95	97	97	97	98	97	97	97	96	96	95.
4	94	94	93	94	93	94	94	93	91	83	76	76	74	71	66	65	68	72	78	79	81	84	83	95	84.
5	85	87	87	86	86	86	88	88	86	81	72	62	58	56	54	54	54	61	67	73	75	76	79	77	75.
6	78	84	83	83	84	83	84	84	82	76	68	62	52	47	46	47	48	52	60	62	62	62	65	64	68.
7	62	62	63	65	67	70	72	74	70	57	51	49	46	45	45	44	45	50	55	59	61	61	62	63	59.
8	64	65	63	65	65	67	73	71	61	51	48	47	45	44	44	47	55	59	62	61	64	66	64	64	59.
9	77	91	95	96	97	98	98	99	99	83		95	93	92	89	97	98	98	98	98	98	98	97	97	95.
10	98	94	99	99	99	99	99	100	97	94	88	83	73	65	68	68	63	69	72	72	71	77	83	86	85.
11	86	84	83	83	81	81	82	83	81	72	62	49	36	35	32	30	32	36	45	52	63	66	68	68	63.
12	62	55	55	60	60	60	58	56	54	47	42		39	38	39	41	44	49	52	52	50	50	50	47	52.
13	49	48	51	52	55	57	57	54	50	47	43	42	43	44	43	43	44	47	49	53	56	56	57	61	51.
14	64	67	67	69	69	71	68	68	65	52	46	42	39	39	40	44	48	49	51	51	51	52	54	55	56.
15	54	57	57	57	58	59	61	62	61	56	56	51	43	44	43	41	40	44	50	54	54	54	53	55	53.
16	57	57	59	62	64	65	64	63	64	58	48	42	39	35	33	32	32	40	46	49	50	49	48	53	51.
17	46	48	52	53	52	54	56	56	53	47	39	37	34	34	35	34	34	36	38	39	42	44	43	44	44.
18	46	44	45	46	48	47	48	48	48	46	49	51	59	53	51	49	54	60	62	75	88	84	82	80	57.
19	81	76	76	81	81	85	90	90	88	88	80	62			46	43	41	47	50	54	58	61	61	62	69.
20	63	62	64	55	62	61	60	60	55	45	38	34	32	31	30	29	30	33	34	34	32	31	32	33	44.
21	34	33	32	30	31	33	34	34	31	30	30	31	31	30	31	31	33	35	37	36	35	35	36	36	33.
22	37	38	38	40	43	43	44	45	42	41						35	38	43	48	55	63	87	95	95	52.
23	95	95	98	97	97	96	96	95	96	87	81	79	73	70	67	68	73	80	80	77	76	73	73	70	83.
24	73	75	72	72	77	78	77	72	73	68	63	55	46	44	45	45	49	58	57	57	58	60	60	60	63.
25	56	54	55	56	55	54	55	55	49	45	39	37	37	37	36		37	39	42	45	43	43	44	48	47.
26	52	55	56	57	58	60	60	62	62	56	52	47	44	40	35		32	34	41	46	47	49	48	48	50.
27	49	56	59	49	47	45	44	43	41	39	31	25	25		26	27	27	29	32	35	36	41	43	63	39.
28	69	75	88	95	97	96	94	100	100	100	97	94	91	84	73	68	68	68	67	68	71	73	75	81	83.
29	85	73	89	93	94	91	89	88	88	81	73	64	56	57	54	52	51	55	63	65	64	62	63	65	72.
30	67	66	68	68	66	69	68	67	65	59	52	46	41	40	39	39	42								57.
MEAN	69.	69.	71.	72.	72.	73.	73.	73.	71.	66.	60.	58.	54.	53.	50.	50.	51.	55.	59.	61.	63.	65.	66.	68.	

TOTAL NUMBER OF OBSERVATIONS = 8298 MEAN = 64.

II C-107B

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 30 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	85	85	85	84	86	86	86	89	89	84		79	75	72	67	67	73	76	78	81	83	86	89	89	82.
2	94	89	88	89	96	99	99	95	92	84	76	74	66	65	66	70	70	73	72	72	82	93	97	98	84.
3	99	100	100	100	100	100	100	100	100	99	98	97	96	99	100	100	100	100	100	100	100	100	100	100	100.
4	96	98	97	96	97	99	99	97	96	86	78	76	74	70	65	63	66	68	74	74	75	75	77	100	84.
5	85	83	84	81	83	84	85	86	87	83	72	60	55	54	52	51	51	57	63	66	67	68	72	74	72.
6	73	74	75	81	83	82	80	83	82	77	69	62	50	45	44	45	45	48	53	56	57	57	58	58	65.
7	57	59	61	62	65	68	71	70	69	55	48	45	44	44	43	42	43	47	51	55	58	59	59	58	56.
8	54	56	64	57	61	61	67	63	59	48	46	46	44	43	42	47	55	59	61	62	65	65	64	68	57.
9	96	97	100	100	100	100	100	100	100	100		100	99	99	95	100	100	100	100	100	100	100	100	100	99.
10	100	100	100	100	100	100	100	100	100	99	92	86	74	65	67	67	59	66	71	79	87	77	85	87	85.
11	84	82	82	80	78	77	77	78	80	72	61	47	33	31	27	26	28	34	32	45	61	64	67	64	59.
12	52	53	52	56	55	54	52	52	50	44	39		37	36	37	40	43	48	51	51	50	49	48	48	50.
13	48	47	49	51	55	56	52	56	46	45	42	42	42	45	44	44	44	45	46	51	55	57	58	60	49.
14	61	61	64	62	65	68	65	64	63	51	45	42	38	38	39	43	48	50	51	50	50	52	54	55	54.
15	54	55	56	57	58	60	61	61	62	58	58	52	44	43	44	41	39	43	46	47	47	49	51	52	52.
16	53	54	55	55	61	63	65	61	63	59	48	42	39	35	32	31	31	38	44	47	49	48	47	47	49.
17	45	46	50	52	52	53	55	56	54	48	38	36	33	33	35	33	33	34	37	38	40	44	43	45	44.
18	46	45	45	47	49	49	49	50	49	47	50	53	64	55	54	51	57	64	67	81	95	89	84	81	60.
19	82	76	76	79	81	89	97	97	96	96	85	64			40	41	39	43	47	50	56	57	59	60	70.
20	62	61	61	62	61	58	57	55	52	44	36	33	31	30	31	31	31	33	34	34	31	32	33	34	43.
21	35	34	31	29	31	33	34	33	32	30	31	33	32	32	33	33	34	36	38	37	36	37	38	38	34.
22	38	39	40	42	45	46	46	47	45	43	42	41	39	38	38	38	41	47	54	62	71	97	100	100	52.
23	100	100	100	100	100	100	100	100	100	95	88	85	80	76	72	73	77	81	77	72	74	70	68	65	85.
24	72	73	68	69	66	69	69	67	67	68	63	55	45	43	44	44	47	53	55	56	57	60	60	58	60.
25	54	53	54	55	54	54	54	54	47	43	38	36	35	35	34		36	39	42	45	43	44	45	49	45.
26	52	55	57	58	61	62	64	63	63	60	55	50	46	41	34		31	31	36	44	47	49	49	49	51.
27	50	50	51	51	49	46	46	43	41	39	31	25	24	25	25	27	27	28	30	34	36	41	44	69	39.
28	76	84	99	100	100	100	100	100	100	100	100	98	94	83	70	64	62	61	60	60	64	65	67	75	83.
29	79	82	84	86	88	89	86	85	85	78	70	60	51	51	49	47	45	45	48	54	56	54	54	57	66.
30	59	60	62	62	60	62	62	60	58	54	47	41	37	36	35	35	37								52.
MEAN	69.	69.	70.	71.	72.	73.	73.	72.	71.	67.	59.	58.	53.	51.	49.	50.	50.	54.	56.	59.	62.	64.	65.	67.	

TOTAL NUMBER OF OBSERVATIONS = 8392 MEAN = 63.

CORPORATION

DIURNAL VARIATION OF RELATIVE HUMIDITY AT 100 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	88	88	89	88	89	89	89	93	92	88		82	78	74	69	69	69	77	80	82	85	88	91	90	84.
2	92	92	89	91	94	98	95	93	95	87	78	76	67	56	67	72	71	73	72	73	84	94	97	98	85.
3	99	100	100	100	100	100	100	100	100	100	99	96	96	99	100	100	100	100	100	100	100	100	100	100	100.
4	99	99	93	94	92	95	94	91	91	90	81	79	77	72	65	63	65	66	70	71	72	71	74	100	82.
5	84	82	82	81	82	82	94	87	88	85	72	60	56	54	52	51	51	56	61	65	68	69	71	73	71.
6	72	72	76	72	61	83	79	81	83	79	70	62	50	45	40	45	46	47	48	53	53	53	53	54	63.
7	58	57	58	58	63	65	67	66	63	54	49	46	45	45	44	43	44	47	51	53	55	57	58	53	54.
8	54	55	56	56	56	56	59	55	54	48	47	47	46	44	44	49	56	58	59	61	64	65	63	66	55.
9	84	95	100	100	100	100	100	100	100	100		100	98	96	92	99	100	100	98	98	98	98	99	97	98.
10	98	100	100	100	100	100	100	100	96	97	94	91	78	67	68	67	56	64	69	68	64	77	85	86	85.
11	80	78	76	75	73	72	74	72	76	71	61	46	33	30	28	27	29	30	31	41	57	60	60	57	56.
12	56	57	55	51	50	49	47	47	47	42	39		37	36	37	40	43	47	50	50	50	49	48	48	47.
13	48	49	48	50	54	51	47	46	44	45	43	42	42	45	44	44	44	45	46	51	54	56	57	58	48.
14	58	58	59	60	60	62	58	59	56	49	46	43	39	39	40	44	49	49	49	48	49	50	53	54	52.
15	53	54	53	54	55	56	58	58	59	57	58	52	44	44	44	42	39	43	46	44	45	48	50	51	51.
16	51	52	53	53	57	60	62	59	59	58	48	43	40	36	33	32	33	38	42	44	46	46	44	44	48.
17	45	43	47	46	46	49	49	51	50	47	39	37	35	35	36	34	34	35	37	37	40	44	43	44	42.
18	46	45	46	47	49	49	49	50	49	48	51	55	66	57	56	52	59	66	69	83	94	88	83	79	60.
19	75	73	73	72	70	69	93	93	94	94	89	64			40	41	39	41	43	46	51	53	54	57	67.
20	57	56	57	56	55	54	53	52	49	43	37	34	32	32	32	32	32	33	33	32	30	30	31	32	41.
21	32	31	29	28	30	31	31	31	31	31	32	34	33	34	34	34	35	37	37	36	36	37	37	38	34.
22	37	36	40	42	44	45	44	45	45	44	43	42	40	39	39	40	42	47	55	62	74	96	100	100	52.
23	100	100	100	100	99	98	97	95	95	93	89	85	79	75	71	72	73	69	52	57	61	59	55	52	81.
24	55	56	55	57	56	58	60	60	57	60	59	53	43	42	44	43	45	48	49	51	53	55	54	52	53.
25	49	48	48	50	50	49	52	50	43	41	37	35	34	35	34		36	38	40	41	41	41	43	46	43.
26	49	53	54	55	57	58	60	60	59	58	55	50	45	40	34		31	31	33	38	45	46	45	44	48.
27	45	44	45	44	44	41	41	39	38	37	31	25	25	25	26	28	29	29	31	33	36	38	43	69	37.
28	74	85	97	100	100	100	100	100	100	100	100	97	93	86	71	64	62	61	59	60	63	65	68	75	83.
29	86	83	87	88	92	92	97	85	85	80	73	63	53	54	51	49	46	45	46	50	53	50	50	53	66.
30	55	57	60	62	60	60	59	58	55	53	48	43	38	37	37	37	38								51.
MEAN	66.	67.	68.	68.	69.	70.	70.	70.	69.	66.	60.	58.	54.	52.	50.	51.	50.	53.	54.	57.	60.	62.	63.	65.	

TOTAL NUMBER OF OBSERVATIONS = 8395 MEAN = 61.

II C-1081

CORPORATION

DIURNAL VARAITON OF RELATIVE HUMIDITY AT 200 FEET
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																								
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	94	94	95	94	94	94	94	97	96	93		83	79	74	68	69	77	78	81	83	90	92	92	93	88.
2	95	95	95	96	99	100	100	99	93	86	73	72	66	66	66	69	70	74	74	75	84	99	100	100	86.
3	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100.
4	100	100	100	100	100	100	100	99	94	79	64	68	68	63	60	61	65	66	70	72	76	78	79	100	82.
5	91	95	95	97	97	98	98	99	86	76	65	55	53	51	51	50	52	57	62	66	71	76	80	81	76.
6	77	76	79	87	86	92	93	86	78	75	65	59	48	45	50	46	47	48	48	53	57	58	56	58	66.
7	57	60	65	64	68	69	71	69	62	55	50	47	46	45	45	44	46	50	54	57	58	60	59	56	57.
8	57	58	59	59	59	58	58	56	53	50	48	47	45	44	44	49	56	60	61	62	64	66	64	66	56.
9	84	98	100	100	100	100	100	100	100	100		99	100	100	99	100	100	100	100	100	100	100	100	100	99.
10	100	100	100	100	100	100	100	100	100	97	85	74	59	57	63	63	56	63	69	67	64	74	87	93	82.
11	83	81	81	78	78	76	75	78	71	66	55	43	33	32	30	30	32	34	36	44	58	62	62	60	58.
12	61	61	58	54	52	52	50	50	49	45	41		39	38	39	42	45	50	53	53	53	52	51	51	50.
13	51	50	51	53	56	54	50	48	46	46	44	44	44	47	45	46	46	48	50	54	54	59	62	64	51.
14	64	67	69	67	65	63	61	62	56	49	46	42	39	40	42	46	51	51	50	51	51	53	56	56	55.
15	55	55	55	56	57	58	57	56	56	57	50	53	44	44	45	43	41	45	48	49	50	52	53	57	52.
16	55	55	60	62	62	63	67	65	58	54	48	41	38	35	33	33	33	40	42	46	49	52	49	46	50.
17	45	47	50	52	54	52	51	53	50	46	40	38	36	36	38	36	36	37	38	40	43	46	46	46	44.
18	48	47	48	50	51	51	51	51	50	50	53	56	67	58	57	54	62	69	70	86	100	97	93	83	63.
19	75	73	77	76	79	93	100	100	99	98	80	57			46	43	42	44	46	48	52	54	56	60	69.
20	61	60	59	59	59	56	55	53	49	44	38	35	34	34	34	34	34	36	35	34	31	32	33	33	43.
21	34	32	31	31	32	32	33	34	33	33	34	35	35	35	35	36	37	40	39	39	39	39	40	39	36.
22	38	39	41	44	46	47	46	46	46	45	44	42	41	40	40	40	43	49	56	62	74	98	104	100	54.
23	100	100	100	100	100	100	100	100	99	79	70	73	65	55	55	61	67	65	57	57	62	62	63	59	77.
24	58	61	64	64	62	61	65	65	59	49	47	42	38	38	41	42	45	48	48	50	54	56	55	54	53.
25	51	50	50	51	51	51	50	50	44	41	38	36	36	36	35		38	41	42	43	42	44	47	49	45.
26	52	57	58	59	60	60	61	65	61	55	51	47	43	40	35		33	35	38	42	48	51	51	48	50.
27	45	45	47	46	45	42	41	40	38	37	32	27	27	28	28	26	31	33	34	37	38	39	44	67	39.
28	72	80	89	100	100	100	100	100	100	100	100	100	99	91	71	67	66	65	64	64	67	68	71	76	85.
29	91	91	97	100	100	100	100	100	94	74	62	49		45	44	45	44	48	56	59	62	56	56	61	71.
30	64	64	65	70	72	72	70	65	59	49	43	38	37	36	37	37	40								55.
MEAN	69.	70.	72.	73.	73.	73.	74.	73.	70.	64.	57.	56.	53.	51.	50.	51.	51.	55.	56.	59.	62.	65.	66.	68.	

TOTAL NUMBER OF OBSERVATIONS = 8378 MEAN = 63.

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 20 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
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TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 21 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 TOTA
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TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

TOTAL NUMBER OF OBSERVATIONS = 288 TOTAL = 0.

11 C-1084

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 22 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
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30																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTA
1																									
2																									
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30																									
TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

11 C-1086

[redacted]
CORPORATION

HOURLY TOTAL PRECIPITATION(INCHES)
TRAILER NO. - 24 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
1																									
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TOTAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	

CORPORATION

HOURLY TOTAL SOLAR RADIATION(LANGLEY)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

	HOUR																							
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTA
1	[illegible]						0	0	0	4	5	9	22	35	33	14	3	0	0	0	0	0	0	0	125.
2	[illegible]						0	0	15	31	36	22	14	12	5	12	0	0	0	0	0	0	0	0	147.
3	[illegible]						0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.
4	[illegible]						0	0	0	25	38	34	23	34	11	0	0	0	0	0	0	0	0	0	170.
5	[illegible]						0	6	17	35	47	14	43	26	18	5	0	0	0	0	0	0	0	0	211.
6	[illegible]						0	3	8	27	19	26	37	25	10	11	2	0	0	0	0	0	0	0	168.
7	[illegible]						0	0	0	10	24	36	35	35	36	24	10	5	0	0	0	0	0	0	217.
8	[illegible]						0	0	0	10	23	30	30	32	37	10	10	0	0	0	0	0	0	0	182.
9	[illegible]						0	0	0	0		6	7	7	10	0	0	0	0	0	0	0	0	0	30.
10	[illegible]						0	0	0	3	13	38	37	20	2	0	0	0	0	0	0	0	0	0	113.
11	[illegible]						0	0	2	18	32	35	36	36	34	23	9	0	0	0	0	0	0	0	225.
12	[illegible]						0	3	0	4	13	24		17	16	8	9	4	0	0	0	0	0	0	98.
13	[illegible]						0	0	0	5	19	34	27	16	13	18	0	0	0	0	0	0	0	0	133.
14	[illegible]						0	0	0	9	20	27	32	35	18	3	0	0	0	0	0	0	0	0	144.
15	[illegible]						0	0	0	1	4	9	15	16	12	13	6	0	0	0	0	0	0	0	76.
16	[illegible]						0	0	0	7	20	30	35	35	32	22	8	0	0	0	0	0	0	0	191.
17	[illegible]						0	0	0	7	20	21	32	34	20	20	9	0	0	0	0	0	0	0	163.
18	[illegible]						0	0	0	0	11	5	12	4	3	4	0	0	0	0	0	0	0	0	40.
19	[illegible]						0	0	0	0	4	31	39			5	5	0	0	0	0	0	0	0	84.
20	[illegible]						0	0	0	6	19	29	36	36	31	20	7	0	0	0	0	0	0	0	184.
21	[illegible]						0	0	0	6	19	29	34	36	29	16	4	0	0	0	0	0	0	0	173.
22	[illegible]						0	0	0	7	8						6	0	0	0	0	0	0	0	21.
23	[illegible]						0	0	0	5	13	16	11	20	38	29	3	0	0	0	0	0	0	0	135.
24	[illegible]						0	0	0	12	25	36	36	36	27	19	6	0	0	0	0	0	0	0	197.
25	[illegible]						0	0	0	1	15	26	30	31	24	18		0	0	0	0	0	0	0	145.
26	[illegible]						0	0	0	5	17	25	36	36	29	20		0	0	0	0	0	0	0	168.
27	[illegible]						0	0	0	3	15	23	30	22	24	13	3	0	0	0	0	0	0	0	133.
28	[illegible]						0	0	0	0	11	15	13	13	14	15	2	0	0	0	0	0	0	0	83.
29	[illegible]						0	0	0	10	24	43	45	30	26	19	6	0	0	0	0	0	0	0	203.
30	[illegible]						0	0	0	5	17	24	36	27	27	19	6	0							161.
TOTAL	[illegible]				0.	0.	3.	11.	172.	499.	707.	751.	737.	649.	427.	151.	14.	0.	0.	0.	0.	0.	0.	0.	

TOTAL NUMBER OF OBSERVATIONS = 8303 TOTAL = 4121.

II C-1088

CORPORATION

TEMPERATURE CHANGE FRO[illegible]30' TO 100' (DEG F*10)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	6	5	5	5	6	6	6	8	6	2		0	0	-1	-2	-1	1	4	7	11	11	8	10	11	5.
2	9	11	12	13	8	7	14	11	0	0	-2	-1	0	0	0	-3	1	3	4	7	5	2	2	1	5.
3	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	2	1	3							1.
4				4	5	5	6	6	3	-1	-1	0	0	0	0	1	1	5	11	9	15	16	19	18	6.
5	13	15	21	17	13	21	16	14	4	0	0	1	-2	0	0	0	1	8	15	12	9	7	17	13	9.
6	14	17	26	24	13	14	25	19	2	0	0	1	-1	-2	-1	-1	0	17	26	17	22	27	28	21	13.
7	25	15	19	23	23	26	25	29	22	0	-2	-3	-3	-3	-3	-1	2	8	16	18	19	13	16	26	13.
8	26	22	22	23	31	34	52	39	11	0	-2	-3	-3	-4	-1	-3	0	9	18	6	10	8	9	8	14.
9	1	2	2	1	2	2	2	2	3	-1		-2	-1	-1	-2	1	2	5	8	12	9	17	13	21	5.
10	9	8	7	9	5	3	0	0	-2	-4	-6	-7	-9	-5	-2	-1	1	2	0	1	4	2	6	8	1.
11	15	11	22	17	18	18	16	24	1	-5	-4	-5	-4	-5	-4	-3	0	6	17	39	25	16	27	21	11.
12	19	33	22	19	16	15	16	12	4	0	-2		0	-2	0	-1	0	5	7	4	3	3	2	3	8.
13	6	5	9	7	11	25	31	21	5	-2	-5	-4	-3	-2	-3	0	0	6	5	9	7	2	4	15	6.
14	29	31	29	29	29	34	25	24	23	-3	-6	-7	-7	-6	-3	-2	0	4	8	6	6	8	6	6	11.
15	8	10	10	12	14	10	15	15	9	-1	-3	-8	-5	-5	-6	-5	-2	5	10	21	22	8	7	13	7.
16	15	9	15	17	29	15	16	13	10	0	-5	-7	-6	-7	-7	-4	-1	12	22	22	14	13	20	20	10.
17	24	19	23	25	25	25	32	31	12	-3	-6	-6	-9	-7	-7	-6	-1	4	11	8	10	12	5	13	10.
18	5	4	4	0	1	0	0	0	0	-4	-3	-6	-4	-3	-5	-3	-1	0	0	-1	0	3	3	4	-1.
19	5	2	5	19	11	2	0	0	-1	-4	-5	-5			-2	-3	0	20	21	26	24	23	18	19	8.
20	23	18	20	27	23	14	13	13	4	-4	-6	-6	-7	-18	-20	0	6	12	22	22	21	20	20	22	10.
21	31	29	20	23	22	27	31	23	8	0	-2	-2	-3	-4	-2	0	3	11	19	15	9	9	9	8	12.
22	11	11	17	16	18	19	25	25	3	0	-1	-4	-5	-4	-2	-1	2	7	8	10	4	7	5	5	8.
23	5	5	6	7	9	8	12	11	9	0	-1	0	-2	-2	0	0	7	30	60	30	32	26	36	39	14.
24	45	47	36	39	32	35	26	29	26	3	0	-1	-1	-1	0	0	8	19	23	18	21	28	28	23	20.
25	28	27	30	26	21	20	22	21	9	2	0	-1	0	0	0		5	9	13	20	15	13	14	26	14.
26	23	18	23	21	23	27	22	24	21	4	0	0	0	0	0		5	14	34	39	18	25	29	27	18.
27	32	33	34	35	32	26	21	25	13	3	1	0	0	0	0	-5	3	8	13	15	13	17	10	10	15.
28	14	6	5	7	6																				7.
29																									
30																									
MEAN	16.	15.	17.	17.	15.	17.	18.	16.	8.	-1.	-3.	-3.	-3.	-4.	-3.	-2.	2.	9.	16.	16.	14.	13.	14.	16.	

TOTAL NUMBER OF OBSERVATIONS = 7556 MEAN = 9.

6SQI-C II C-1089

CORPORATION

TEMPERATURE CHANGE FROM 30' TO 200' (DEG F*10)
TRAILER NO. - 23 PERIOD(11/ 1/74 TO 11/30/74)

DAY	HOUR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	MEAN
1	4	3	2	6	4	8	9	9	6	2		4	5	6	11	4	6	4	4	12	14	10	13	14	7.
2	12	9	4	13	14	13	11	12	27	29	23	18	16	10	12	14	9	3	1	2	9	3	2	1	12.
3	1	0	0	0	0	0	1	0	1	2	1	1	0	2	2	3	2	3	5	2	2	0	0	0	2.
4	2	4	5	3	3	6	3	5	22	55	58	31	24	33	21	8	0	0	8	0	- 7	-10	8	0	12.
5	-14	-17	- 1	-14	-12	-13	-23	11	53	48	44	29	21	25	17	12	4	8	17	7	-18	-28	-22	-10	5.
6	- 3	10	19	5	11	- 4	- 5	29	32	23	36	21	20	13	19	8	9	15	29	25	5	15	26	14	16.
7	25	9	-12	9	11	16	20	30	40	6	5	7	3	9	4	3	5	0	12	11	17	12	22	23	12.
8	24	23	21	26	31	39	64	50	23	2	8	5	17	8	10	4	8	7	14	5	19	8	14	15	19.
9	7	9	6	6	6	4	0	2	13	11		26	20	11	12	14	7	- 4	0	6	- 3	7	- 1	12	8.
10	26	11	8	9	6	7	1	0	10	41	40	48	62	31	14	5	4	9	3	6	9	8	1	1	15.
11	4	5	12	15	6	16	20	13	42	35	39	30	22	12	12	14	5	- 6	- 2	47	38	16	21	17	19.
12	21	25	19	22	26	19	14	17	8	5	9		11	5	6	3	7	9	7	5	- 1	0	3	3	11.
13	- 1	5	11	10	10	16	30	26	12	3	1	0	5	6	1	4	11	0	- 8	13	1	- 8	-12	- 4	6.
14	- 1	- 4	0	18	26	44	20	26	43	14	13	20	13	8	2	1	2	9	18	5	3	5	4	7	13.
15	10	14	10	12	10	16	23	35	26	6	8		17	14	5	1	2	13	8	3	- 3	1	- 2	-13	10.
16	11	1	-14	-18	17	11	- 7	- 2	38	34	20	28	37	30	23	22	13	13	37	25	0	-20	2	12	13.
17	22	7	16	10	- 4	23	27	31	30	15	3	1	5	3	3	3	1	2	15	6	10	10	0	11	11.
18	5	0	0	0	0	- 2	- 1	0	- 2	- 6	- 4	- 4	- 8	- 4	- 2	0	- 5	- 6	- 3	- 6	- 4	- 8	-10	3	-3.
19	5	2	- 8	5	8	9	0	0	2	7	31	24			3	3	3	15	20	27	33	29	18	8	12.
20	7	15	17	23	13	18	20	25	14	4	10	7	5	5											14.
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28																									
29	21	23	8	0	- 5	-30	-21	6	67	59	59	61	26	63	43	32	18	-29	-36	- 7	-13	9	11	- 3	15.
30	0	-.2	5	-16	-23	-21	- 4	11	31	42	50	46	28	21	12	11	7								12.
MEAN	8.	7.	6.	7.	7.	9.	8.	16.	25.	20.	23.	21.	17.	15.	11.	8.	6.	4.	8.	10.	6.	3.	5.	6.	

TOTAL NUMBER OF OBSERVATIONS = 5980 MEAN = 11.

0601-C 11

ATTACHMENT A

Particulate loadings at the Tract C-b monitoring stations are determined daily by use of Hi-Vol filters. The standard fiberglass filters are used for routine sampling. Supplementary filters are taken every sixth day at Trailer 023 to permit actual chemical analysis of the particulate matter. Special low background cellulose filters are used for this purpose.

Two types of samples are taken:

1. A quarterly composite to determine average concentrations.

2. A spot sample to detect any gross short-term variations from the average.

Half of each filter is retained to permit detailed examination if any unforeseen problems or high levels occur. The filters are analyzed for trace elements using a spark source mass spectrometry survey scan and for gross α and β radioactivity.

The results for the past quarter are attached. The levels reported are quite low with no problems evident. Units reported are ppm for the trace elements and pCi/gm for radioactivity.

RADIOACTIVITY

Sample	Gross Alpha ± precision* pCi/cm²	Gross Alpha ± precision* pCi/gram	Gross Beta ± precision* pCi/cm²	Gross Beta ± precision* pCi/gram
Composite of ½ of filters 001, 002, 003, 005	0.0031± 0.0013	0.056± 0.023	0.54±0.02	9.87±0.36
½ of filter 004	0.0067± 0.0040	0.159± 0.095	0.64±0.04	15.20±0.95
Blank	0.0004± 0.0004	--	0.0±0.004	--

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* - Variability of radioactive disintegration process (counting error) at the 95% confidence level 1.96 σ.

Particulate loading - 0.0547 gram average for 001, 002, 003, 005

- 0.0421 gram for 004

ALR No.: 185-1631-5 (Composite of 1, 2, 3, 5)
Sample ID Number: ½ of filter #0001, #0002, #0003, #0005
Concentrations in parts per million by weight

Uranium	2.4	Terbium		Ruthenium		Vanadium	15
Thorium	2.1	Gadolinium		Molybdenum	8.6	Titanium	154
Bismuth	0.7	Europium		Niobium	2.1	Scandium	
Lead	92	Samarium		Zirconium	9.2	Calcium	10,00
Thallium		Neodymium	14	Yttrium	4.1	Potassium	3615
Mercury	<7	Praseodymium	1.0	Strontium	100	Chlorine	50
Gold		Cerium	4.7	Rubidium	54	Sulphur	269
Platinum		Lanthanum	3.3	Bromine		Phosphorus	123
Iridium		Barium	39	Selenium	0.03	Silicon	Maj
Osmium		Cesium	2.4	Arsenic	4.0	Aluminum	3769
Rhenium		Iodine		Germanium	1.23	Magnesium	7076
Tungsten	1.3	Tellurium		Gallium	4.6	Sodium	1846
Tantalum		Antimony	1.7	Zinc	346	Fluorine	346
Hafnium		Tin	22	Copper	338	Oxygen	NR
Lutecium		Indium		Nickel	13	Nitrogen	NR
Ytterbium		Cadmium		Cobalt	10	Carbon	NR
Thallium		Silver	2.0	Iron	1230	Boron	530
Erbium		Palladium		Manganese	100	Beryllium	0.01
Holmium		Rhodium		Chromium	25	Lithium	4.3
Dysprosium							

NOTES: NR - Not Reported; blanks indicate below detectable limits.
Total Loaded Area, 262 cm^2

Total Particle Loading - 0.0547 grams
(average weight for complete filters)

ALR No.: 185-1631-5-4
Sample ID Number: ½ of filter #0004
Concentrations in parts per million by weight

Uranium	2.2	Terbium		Ruthenium		Vanadium	76
Thorium	1.5	Gadolinium		Molybdenum	23	Titanium	430
Bismuth	1.6	Europium		Niobium	3.5	Scandium	
Lead	480	Samarium		Zirconium	52	Calcium	54,000
Thallium		Neodymium	4.6	Yttrium	8.4	Potassium	32,000
Mercury	<7	Praseodymium	3.3	Strontium	300	Chlorine	130
Gold		Cerium	24	Rubidium	180	Sulphur	3600
Platinum		Lanthanum	9.2	Bromine	3.5	Phosphorus	230
Iridium		Barium	120	Selenium	3.8	Silicon	Maj
Osmium		Cesium	6.1	Arsenic	34	Aluminum	8100
Rhenium		Iodine		Germanium		Magnesium	23,000
Tungsten	1.6	Tellurium	2.0	Gallium	24	Sodium	2800
Tantalum		Antimony	8.4	Zinc	1200	Fluorine	210
Hafnium		Tin	88	Copper	880	Oxygen	NR
Lutecium		Indium		Nickel	16	Nitrogen	NR
Ytterbium		Cadmium	0.04	Cobalt	19	Carbon	NR
Thallium		Silver	6.5	Iron	3600	Boron	400
Erbium		Palladium		Manganese	610	Beryllium	0.1
Holmium		Rhodium		Chromium	54	Lithium	14
Dysprosium							

NOTES: NR - Not Reported; blanks indicate below detectable limits.
Total Loaded Area, 262 cm^2

Total Particle Loading - 0.0421 grams
(total exposed area - 420 cm^2)